

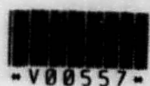
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198307

OPERATION & WORKS COMMITTEE M6.0

MISSISSAUGA CHINESE BUSINESS ASSOCIATION

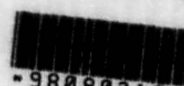
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CITY OF MISSISSAUGA
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Public Works Committee

January - 1983
To July - 1983

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, JANUARY 20, 1983 AT 9:30 A.M.

COMMITTEE ROOM 'A'

MEMBERS:

Councillor D. Cook
Councillor D. Culham
Councillor M. Marland
Councillor R. Skjarum
Mr. J. Rogers
Mr. J. C. Saddington
Mr. D. A. Strutt
Mr. W. Schofield

PREPARED BY:
DATE:

Clerk's Department
January 17, 1983

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE
DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION
OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

15C/68C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, JANUARY 20, 1983

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	A.03.04.06	Appointment of a Chairman and Vice-Chairman
2.	F.02.07	Appointment of Representatives to the Sub-Committee Handling the Naming of the Streets in the City Centre Core
3.	J.05.01	Master Drainage Plan for Loyalist Creek
4.	J.05.01	1983 to 1987 Capital Works Budget
5.	J.05.01	Summary of Capital Works Budgets for the Years 1978 to 1982
6.	J.05.82043	Computerized Traffic Signals
7.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, JANUARY 20, 1983
COMMITTEE ROOM 'A' AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Appointment of a Chairman and Vice-Chairman to serve on the Public Works Committee for the year 1983. Section 68a of Procedural By-law 236-78 reads as follows:

"At the first regular meeting of each Standing Committee, a Chairman and a Vice-Chairman shall be elected by a majority of the members; Citizen members shall not be appointed as Chairman of any Standing Committee, with the exception of the Local Architectural Conservation Advisory Committee.

File: A.03.04.06

DIRECTION REQUIRED

2. The Public Works Committee, at its meeting on December 16, 1982, considered a report November 19, 1982 from the Commissioner of Engineering and Works regarding the naming of streets within the Mississauga City Centre Secondary Plan.

Council, at its meeting on January 10, 1983, adopted the following recommendation, as amended by General Committee at its meeting on January 5, 1982:

- (a) That the streets contained within the Mississauga City Secondary Plan, as outlined in Sketch 'A' attached to a report dated November 19, 1982 from the Commissioner of Engineering and Works, numbered Streets 1 to 9, be named as follows, with the exception of Street 3 (Elora Drive):

Street 1 -	Rathburn Road West
Street 2 -	Confederation Parkway
Street 4 -	Webb Drive
Street 5 -	Yarmouth Drive
Street 6 -	City Centre Drive
Street 7 -	City Centre Drive (existing)
Street 8 -	City Centre Drive
Street 9 -	Robert Speck Parkway West

January 20, 1983

ITEM 2 CONTINUED...

- (b) That a Sub-Committee of the Public Works Committee be appointed composed of 2 Council representatives on the Public Works Committee, 1 citizen representative on the Public Works Committee, a representative from the Planning Department and Mr. Patrick Davies, Drafting Supervisor, Engineering and Works Department, to make recommendations to the Public Works Committee on the naming of the streets contained within the Mississauga City Secondary Plan as outlined in Sketch 'B' attached to the report dated November 19, 1982 from the Commissioner of Engineering and Works, and numbered Streets 10 to 18 inclusive.
- (c) That the Sub-Committee mentioned in Part (b) above consider the naming of Street 3 in the Mississauga City Secondary Plan as outlined in Sketch 'A' attached to the report dated November 19, 1982, from the Commissioner of Engineering and Works.

At this time, the Committee will consider the appointments of representatives to the Sub-Committee handling the naming of streets in the City Centre Core.

File: F.02.07

DIRECTION REQUIRED

- 3. Memorandum dated January 3, 1983 from Councillor D. Culham in which he suggests that the Credit Valley Conservation Authority and the staff of the Engineering and Works Department report to Public Works Committee on the Loyalist Creek Flood Water Analysis as quickly as possible.

Attached in this regard is a report dated December 30, 1982, from the Commissioner of Engineering and Works outlining a Master Drainage Plan for the Loyalist Creek, which is currently experiencing flooding and erosion problems.

In his report, Mr. Taylor deals with the Loyalist Creek drainage area under existing development conditions, under ultimate development conditions, the Sheridan Creek Diversion, and finally, the effects of the Highway 403/407 interchange proposed by the Ministry of Transportation and Communications on the Loyalist Creek Watershed.

January 20, 1983

ITEM 3 CONTINUED...

Mr. Taylor recommends:

- (a) That the future diversion of storm drainage from the proposed M.T.C. Highway 403/407 interchange in the Loyalist Creek watershed including upstream lands totalling some 300 acres into the Glen Erin Brook storm sewer system be approved in principle, and the M.T.C. be so advised subject to:
 - (i) satisfactory implementation procedures being developed by the M.T.C. to limit flows into the Glen Erin Brook storm trunk sewer to levels acceptable to the Commissioner of Engineering and Works and the Credit Valley Conservation Authority.
 - (ii) The M.T.C. entering into an agreement with the City of Mississauga for the construction and maintenance of the Highway 403/407 storm diversion sewer at the M.T.C. cost including interchange detention ponds, and further, to maintain storm water discharges into the Glen Erin Brook storm sewer to levels as contained in the agreement.
- (b) That lands lying in the Sheridan Creek watershed north of Dundas Street and comprising of approximately 150 acres be diverted into the Loyalist Creek subject to C.V.C.A. approval with the exception of approximately 20 acres of land lying in the north-west corner of Dundas Street and Winston Churchill Boulevard which cannot be physically diverted due to adverse grade conditions and must therefore continue to drain to the Sheridan Creek.
- (c) That the Town of Oakville be advised that storm drainage flows from future development comprising of approximately 20 acres in the Sheridan Creek watershed and located at the south-west corner of Dundas Street and Winston Churchill Boulevard cannot be accommodated in the existing City of Mississauga storm sewer located at Hornsgate Drive and therefore, an alternate storm outlet arrangement must be made by the Town of Oakville.
- (d) That the application of storm water management techniques, in areas of the Western Business Park and West Erin Mills Districts draining to the Loyalist Creek, to attenuate post development drainage flows to pre-development levels for storm frequencies up to the 100 year level be encouraged and approved in principle subject to:

January 20, 1983

ITEM 3 CONTINUED...

- (i) implementation procedures being developed, satisfactory to the Commissioner of Engineering and Works, by the developers prior to registration of plans of subdivision and,
- (ii) further that all developers be required to pay the normal John Doe major watercourse improvement levy for all development draining into the Loyalist Creek.
- (iii) In addition, that the conditions contained in this item apply to the lands referred to in item (b) above.
- (e) That the Region of Peel be requested to replace the Queensway West culvert on the Loyalist Creek in 1984 and the Erin Mills Parkway culvert in 1985 including related channel works to provide regional storm protection from flood spills to adjacent areas.
- (f) That the City of Mississauga Engineering and Works Department, together with the C.V.C.A., undertake the berming works on the Loyalist Creek north of Dundas Street to provide regional storm protection from flood spills.
- (g) That the City of Mississauga Engineering and Works Department, together with the C.V.C.A. undertake an on-going monitoring and erosion control programme on the Loyalist Creek from Dundas Street southerly to the Credit River to control existing and future bank erosion and carry out downstream improvements required to prevent flooding.

File: J.05.01

RECOMMEND ADOPTION

- 4. Review and discussion of the Capital Works Budget from 1983 to 1987.

File: J.05.01

RECOMMEND RECEIPT

January 20, 1983

5. Summary of Capital Works Budgets for the years 1978 to 1982 for information and receipt. This Summary will be circulated to the Members of the Committee at the meeting.

File: J.05.01

RECOMMEND RECEIPT

6. Computerized Traffic Signals. The Commissioner of Engineering and Works will report verbally to the Committee on this tender if a written report is not available.

File: J.05.82043

DIRECTION REQUIRED

7. Summary of Unfinished Business relating to the Public Works Committee as of January 20, 1983.

File: A.03.04.06

RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

3.

To C. Dodds

Dept. Clerks

RECEIVED

REGISTRY No. 107

DATE JAN 5 1983

FILE No. J05 01

CLERK'S DEPARTMENT

From David J. Culham

Dept. Councillor Ward 6

January 3, 1983

P. W. DATE Jan. 20/83

Re: Loyalist Creek Flood Control Studies

I request you as secretary to the Public Works Committee to place this matter before the Public Works Committee as early as possible.

When the industrial land west of Winston Churchill, north of Dundas, was released in early 1981, hydrological studies were required to determine the impact of such development downstream on the Loyalist Creek and to determine the methods of flood control. My requested review of such studies since early 1982 has been held up because of the complexity of the staff and consultant's tasks. Loyalist Creek, however, is not just a Ward 6 concern or issue, as it has its water source and its biggest impact on flooding commencing in Ward 8.

People in Sheridan Homelands have continued to inquire about the studies because of their concerns for erosion. Residents in Sherwood Forest area have made inquiries because of their concern for flood provisions beneath the Sheridan Mall expansion and in the area of Hammond Road. Involved as well is the re-routing in construction of the Queensway/Fowler Drive. Also, land owners abutting Hammond Road are concerned for the requirements of the flood control measures for their plans of subdivision between Hammond and Erin Mills Parkway. C.V.C.A. and City staff continue to call for further study. Since large land holdings are involved upstream in Ward 8 and presumably the responsibility for the hydrological studies rests with them, the provision on the infilling on Hammond Road for additional studies is suspect.

I request C.V.C.A. and Engineering staff report to Public Works Committee on the Loyalist Creek Flood water analysis as quickly as possible.

David

David J. Culham
Councillor Ward 6

DJC:kd

cc: Mayor H. McCallion
Councillor S. Mahoney
W. P. Taylor
G. Schnarr



3. a

City of Mississauga

MEMORANDUM

FILES: 17 111 79138
11 141 00039

RECEIVED	
REGISTRY No. 40	From
DATE JAN 4 1983	Dept.
FILE No. 10501	
CLERK'S DEPARTMENT	

To Chairman and Members
Dept. of Public Works Committee

William P. Taylor, P.Eng.
Engineering and Works

P. W. DATE Jan. 20/83

December 30, 1982.

SUBJECT: Loyalist Creek - Master Drainage Plan.
SOURCE: Engineering and Works Department.
COMMENTS: Introduction

A number of studies have been carried out by the Engineering and Works Department and proposals have been received relating to flooding and erosion problems on the Loyalist Creek as well as on methods of reducing same while allowing upstream development to proceed west of Winston Churchill Blvd.

The Engineering Dept. has reviewed the existing flooding and erosion problems, as well as alternate storm drainage solutions, and proposes the following master drainage plan to allow phased development to proceed west of Winston Churchill Blvd.

Existing Development Conditions

The Loyalist Creek drainage area comprises of 2,015 acres of land draining to the Credit River as shown in Figure 1 appended. Approximately 47% of these lands are now developed downstream of Winston Churchill Blvd. with the remainder, predominantly in an undeveloped state, contained in the Western Business Park and West Erin Mills Districts.

Under existing conditions, the Loyalist Creek spills under Regional storm conditions at a number of locations due to channel constrictions created by undersized culverts. Erosion is also on-going as a result of creek meanders and steep gradients along the Creek.

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December 30, 1982.

Mayor and Members
of Public Works Committee

COMMENTS: (cont'd.)

To eliminate potential Regional storm flood spills under existing development conditions, the following works are required:

1. Diversion of excess flows on the north branch of the Loyalist Creek immediately west of Winston Churchill Blvd. to the south branch.
2. Minor berming to eliminate potential Regional storm flood spills immediately north of Dundas St.
3. Replacement and enlargement of the Erin Mills Parkway culvert.
4. Replacement and enlargement of the Queensway West culvert.
5. Replacement and enlargement of the Sheridan Mall Entrance culvert at the Queensway.

The elimination of flood spills at Winston Churchill Blvd. and the Sheridan Mall culvert entrance is to be carried out in conjunction with development proposals.

Minor berming work at Dundas St. is proposed as a C.V.C.A. and City project. The Erin Mills Parkway and Queensway West culvert crossings are under the jurisdiction of the Region of Peel and an indication of the extent of their participation for replacement of same is required. Items 2, 3 and 4 are presently included in the Five Year Budget until the extent of financial participation by the various parties is resolved.

In addition to the foregoing Loyalist Creek improvement works, extensive bank erosion is occurring downstream of Dundas St. and the extent of improvement works required to stabilize the creek bank without unduly detracting from the natural setting is presently under review by the City and the C.V.C.A.

Completion of all the above works will provide regional flood protection and erosion control to the Loyalist Creek under existing development conditions.

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December 30, 1982.

Mayor and Members
of Public Works Committee

COMMENTS: (cont'd.)

It is therefore recommended that the C.V.C.A. be requested to undertake berming works on the Loyalist Creek north of Dundas St. to eliminate regional flood spills and to carry out an on-going monitoring and erosion control programme on the Loyalist Creek from Dundas St. southerly to contain existing and future bank erosion as may develop.

It is also recommended that the Region of Peel be requested to replace the Queensway West culvert at the Loyalist Creek in 1984 and the Erin Mills Parkway culvert in 1985 including related channel works necessary to eliminate potential regional storm flood spills in the area.

Ultimate Development Conditions - Loyalist Creek

The City is presently processing development plans for the Western Business Park. The completion of development in the Loyalist Creek watershed would further increase the peak storm flows for more frequent storm events on the Loyalist Creek downstream of Dundas St. and require, in addition to creek improvements mentioned previously in this report, the replacement of two culverts on the Thorne Lodge Dr. and one at the Fifth Line crossing of the Loyalist Creek and may, in addition, require more frequent and extensive erosion control works than presently envisaged.

The Secondary Plan for the Western Business Park has stipulated that storm water detention principles be applied to attenuate peak post-development flows to pre-development flows for a minimum 2 year storm return frequency in order that downstream erosion due to development will not be accelerated.

Further to the foregoing requirement, the principle developer, Cadillac Fairview, proposes to attenuate post-development flows to pre-development levels for up to the 100 year storm event. This level of peak flow reduction is intended to eliminate the need for replacing the two Thorne Lodge Dr. and Fifth Line Culverts and also to reduce the rate of erosion.

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December 30, 1982.

Mayor and Members
of Public Works Committee

COMMENTS: (cont'd.)

Flow reductions of the magnitude required for up to a 100 year storm event would be achieved through a system of dry ponds located in parks and open space areas and on private lands in the principle form of roof top detention in industrial/commercial areas.

The Engineering and Works Department has reviewed this proposal and recommends that the application of storm water management techniques in the form of on-site detention on private lands (principally roof top detention in industrial/commercial areas), including on/off line detention in parks and open space areas be encouraged to attenuate post-development flows to pre-development levels for up to the 100 year storm. The foregoing will be subject to implementation procedures being developed, satisfactory to the Commissioner of Engineering and Works, by the developers prior to registration of plans of subdivision. That further, the normal per hectare levy for storm drainage improvements for all development draining into the Loyalist Creek be used to finance the downstream drainage improvements as outlined in this report.

Sheridan Creek Diversion

Approximately 150 acres of land in the Western Business Park, north of Dundas St. and shown as Areas A, B and C on Figure 1 presently drain to existing storm sewers at Hornsgate Dr. and Homelands Dr. outletting to the Sheridan Creek. This storm sewer system was not originally designed to accommodate full development of all lands west of Winston Churchill Blvd.

The Town of Oakville is presently conducting a drainage study in consultation with the City and the C.V.C.A. on how to allow development to proceed in the south-east area of Oakville with the recognition of the City's concern over the limited downstream drainage capacity of the City's storm sewer system leading to and including the Sheridan Creek.

In view of the storm drainage capacity limitations on the Sheridan Creek, it is proposed that 150 acres of the Sheridan Creek lying totally within Mississauga (Area A, Figure 1) be diverted north of Dundas St. into the Loyalist Creek with the exception of approximately 20 acres of land located in the immediate north-west quadrant of Dundas St. and Winston Churchill Blvd. and shown as Area B on Figure 1.

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December 30, 1982.

Mayor and Members
of Public Works Committee

COMMENTS: (cont'd.)

These lands which are lower in grade than the Loyalist Creek cannot be physically diverted without extensive filling and therefore should continue to drain into the Sheridan Creek. In addition, full development of these lands will preclude any development of approximately 20 acres of land in Oakville and shown as Area C on Figure 1 from draining into the same storm sewer outlet on Hornsgate Dr. in Mississauga and therefore, the Town of Oakville must be advised to make an alternate arrangement for another outlet for any future development of these lands.

All lands north of Dundas St. in the Sheridan Creek that are to be diverted into the Loyalist Creek must also attenuate post-development flows to pre-development levels downstream of Dundas St. as proposed for the Loyalist Creek watershed.

The Engineering and Works Department recommends that the lands in the Sheridan Creek comprising of 150 acres north of Dundas St. as contained within the Western Business Park District with the exception of those lands which cannot be physically diverted to the Loyalist Creek be diverted into the Loyalist Creek subject to the approval of the C.V.C.A. and that the developer be required to apply storm water run-off flow attenuation measures to the same levels as required for the Loyalist Creek.

It is also recommended that the Town of Oakville be advised that the future development of approximately 20 acres of land lying in the south-west corner of Dundas St. and Winston Churchill Blvd. cannot be accommodated in the existing Mississauga storm drainage system due to a lack of storm drainage capacity and therefore, an alternate storm outlet arrangement must be made by the Town of Oakville.

M.T.C. Proposed 403/407 Interchange

The M.T.C. is planning the construction of the Hwy. 403/407 interchange located at Ninth Line Road and Hwy. 403. A review was conducted by the M.T.C. and City of the drainage alternatives for this interchange including some 300 acres of upstream lands in the Loyalist Creek Watershed draining through the proposed interchange and are designated as Area D on Figure 1.

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December 30, 1982.

Mayor and Members
of Public Works Committee

COMMENTS: (cont'd.)

Two alternative drainage systems capable of accommodating the proposed interchange drainage and the undeveloped lands upstream were reviewed. Both alternatives employ dry detention ponds in the interchange area to attenuate peak flows for up to the 100 year storm event with the piped system outletting to the Loyalist Creek or alternatively diverted easterly along Hwy. 403 to the existing Glen Erin Brook storm trunk sewer located at Winston Churchill Blvd. and Hwy. 403 as shown on Figure 1.

The diversion of the proposed Hwy. 403/407 interchange and upstream lands into the Glen Erin Brook storm trunk sewer system is favoured by both the M.T.C. and the Engineering Department as there is sewer capacity available in excess of full development requirements on the Glen Erin Brook storm trunk system and since the diversion would reduce storm water run-off impacts on downstream areas of the Loyalist Creek.

The Engineering Dept. therefore recommends that the diversion of the storm drainage from the proposed Hwy. 403/407 interchange including upstream lands totalling some 300 acres into the Glen Erin Brook storm sewer system be approved in principle subject to satisfactory implementation procedures being developed by the M.T.C. to limit flows into the Glen Erin Brook storm trunk sewer to levels acceptable to the Commissioner of Engineering and Works and the C.V.C.A.

It is also recommended that the M.T.C. enter into an agreement with the City to construct and maintain the storm diversion sewer including interchange detention ponds, all at M.T.C. cost and further to maintain storm water discharges to the Glen Erin Brook to levels as contained in the agreement.

RECOMMENDATIONS:

1. That the future diversion of storm drainage from the proposed M.T.C. Hwy. 403/407 interchange in the Loyalist Creek watershed including upstream lands totalling some 300 acres into the Glen Erin Brook storm sewer system be approved in principle, and the M.T.C. be so advised subject to:

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December 30, 1982.

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Mayor and Members
of Public Works Committee

RECOMMENDATIONS: (cont'd.)

- a) satisfactory implementation procedures being developed by the M.T.C. to limit flows into the Glen Erin Brook storm trunk sewer to levels acceptable to the Commissioner of Engineering and Works and the C.V.C.A.
- b) The M.T.C. entering into an agreement with the City of Mississauga for the construction and maintenance of the Hwy. 403/407 storm diversion sewer at M.T.C. cost including interchange detention ponds, and further, to maintain storm water discharges into the Glen Erin Brook storm sewer to levels as contained in the agreement.
2. That lands lying in the Sheridan Creek watershed north of Dundas St. and comprising of approximately 150 acres be diverted into the Loyalist Creek subject to C.V.C.A. approval with the exception of approximately 20 acres of land lying in the north-west corner of Dundas St. and Winston Churchill Blvd. which cannot be physically diverted due to adverse grade conditions and must therefore continue to drain to the Sheridan Creek.
3. That the Town of Oakville be advised that storm drainage flows from future development comprising of approximately 20 acres in the Sheridan Creek watershed and located at the south-west corner of Dundas St. and Winston Churchill Blvd. cannot be accommodated in the existing City of Mississauga storm sewer located at Hornsgate Dr. and therefore, an alternate storm outlet arrangement must be made by the Town of Oakville.
4. That the application of storm water management techniques, in areas of the Western Business Park and West Erin Mills Districts draining to the Loyalist Creek, to attenuate post development drainage flows to pre-development levels for storm frequencies upto the 100 year level be encouraged and approved in principle subject to:
 - a) implementation procedures being developed, satisfactory to the Commissioner of Engineering & Works, by the developers prior to registration of plans of subdivision and,

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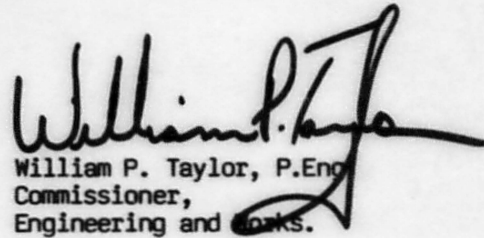
December 30, 1982.

Mayor and Members
of Public Works Committee

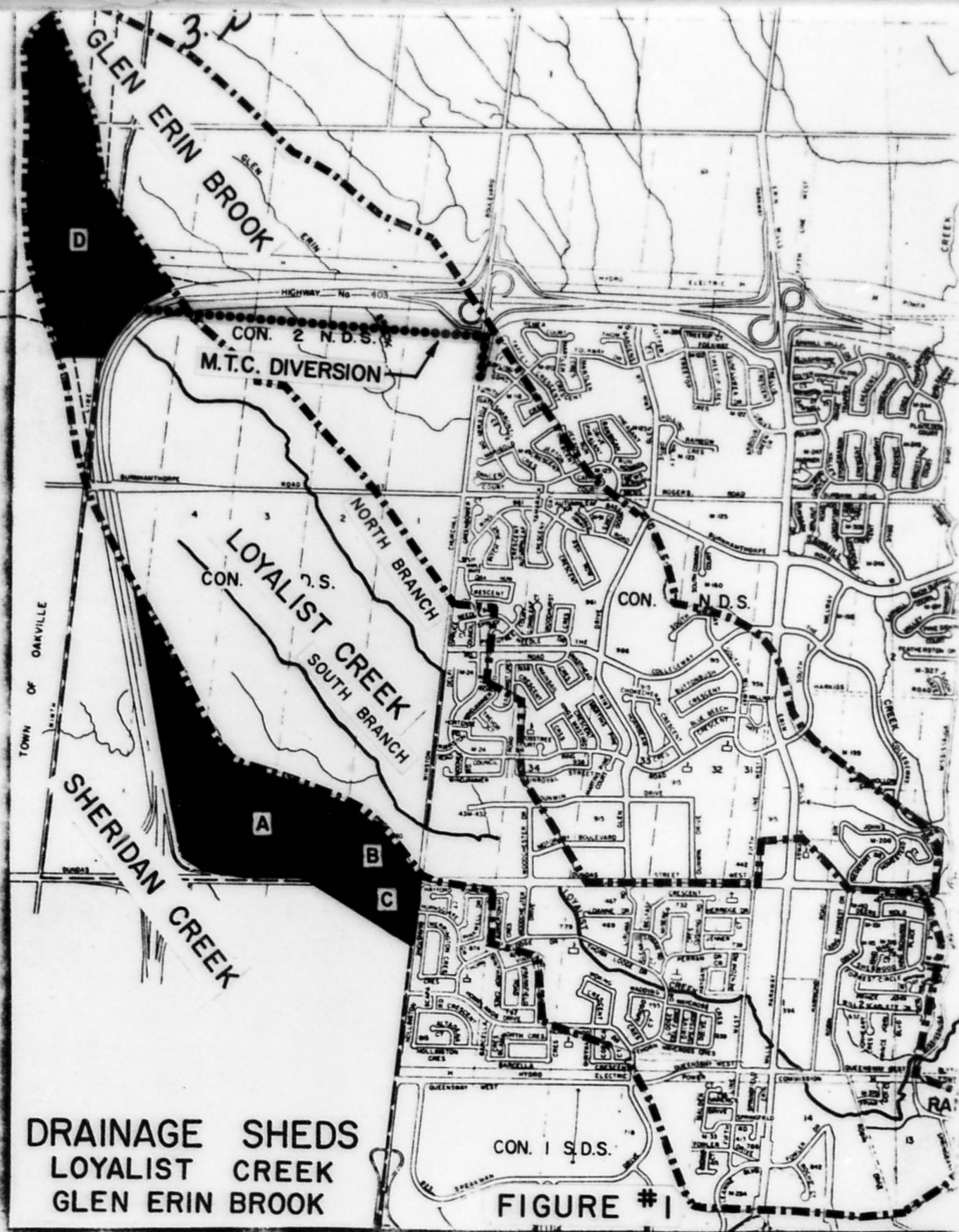
RECOMMENDATIONS: (cont'd.)

- b) further that all developers be required to pay the normal John Doe major watercourse improvement levy for all development draining into the Loyalist Creek.
- c) In addition, that the conditions contained in this item apply to the lands referred to in item 2.
- 5. That the Region of Peel be requested to replace the Queensway West culvert on the Loyalist Creek in 1984 and the Erin Mills Parkway culvert in 1985 including related channel works to provide regional storm protection from flood spills to adjacent areas.
- 6. That the City of Mississauga Engineering and Works Dept. together with the C.V.C.A. undertake the berming works on the Loyalist Creek north of Dundas St. to provide regional storm protection from flood spills.
- 7. That the City of Mississauga Engineering and Works Dept. together with the C.V.C.A. undertake an on-going monitoring and erosion control programme on the Loyalist Creek from Dundas St. southerly to the Credit River to control existing and future bank erosion and carry out downstream improvements required to prevent flooding.

JVF/cc
49E/BE
Attch.


William P. Taylor, P.Eng
Commissioner,
Engineering and Works.

cc: E. M. Halliday



1983 CAPITAL BUDGET SUMMARY

\$ x 1000

November 24, 1982

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Major Roads</u>								
1.	Tomken Road - Eglinton Avenue to Burnhamthorpe Road	1010	450	19	541			Note: \$70,000 for streetlighting \$40,000 for traffic signals included.
2.	Tomken Road - Hwy. 401 to Courtney Park Drive.	1900	800		1100			
3.	Connector Road - Hwy. 10 to Shipp Drive including structure at Cooksville Creek (design only)	60	30		30			
4.	Intersection Improvements	600	280		320			
	(a) Tomken Road - Bloor Street							
	(b) Drew Road - Torbram Road							
	(c) Confederation Pkwy - King Street							
	(d) Kennedy Road - Derry Road							
5.	Eglinton Avenue - Mississauga Road to Creditview Road - pre-design of grade separation & land acq. incl. application to C.T.C.	500	200		300			
6.	Confederation Parkway - Hillcrest Avenue to Fairview Road (Phase II)	300	140		160			
7.	Burnhamthorpe Road - Mavis Road to Erindale Station Road incl. Mavis Road from Burnhamthorpe to Rathburn	316	100	104	112			Developer contribution
8.	Acquisition of Right-of-Way for Matheson Blvd. from Dixie Road to Etobicoke Creek (Phase I) Airport South Industrial Park	500	250*		250			*Assuming major thoroughfare designation is obtained from the M.T.C.
Sub-Total - Major Roads		5186	2250	123	2813			

1983 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Local Roads</u>								
1.	Camilla Rd. - North Service Road to Paisley Boulevard	950	450	20	480			Developer Contribution
2.	Suburban Drive - Plainsman Road to Shadylawn Court	380	160		220			
3.	Plainsman Road from Suburban to Alpha Mills	230	104		126			
4.	Hickory Drive - Burnhamthorpe Road northerly for 1200 ft. incl. intersection at Burnhamthorpe Road and Hickory Drive.	400	160	160	80			Developer Contribution
5. (a)	Wilcox Road - Rathburn Road to Meadows Blvd. (incl. Storm Trunk)	589	230		359*			Required for Church Const.
(b)	Meadows Blvd. - Wilcox to Cawthra	145	65		80*			Required for Church Const. *All costs shown will be recovered by the City from agreements from Church and Developers.
(c)	Meadows Blvd. - Wilcox to 200m West	135	61		74**			**These works will not proceed until such time as the funds are received from the developers to cover the City's share of the cost.
(d)	Wilcox Rd. - Meadows Blvd. to Terminal	176	79		97**			
6.	Paisley Boulevard - Goodison Ave. to Antigua Road.	200	100		100	70	30	70 approved in 1982 Capital Budget

H. O.

1983 CAPITAL BUDGET SUMMARY

\$ x 1000

4.6

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Local Roads (continued)</u>								
7.	Hammond Road - Queensway to Dundas	850	360	40	450	500	-50	\$500,000 approved in 1982 Capital Budget, Developer Contr.
8.	Hillside Drive - Thomas Street to Mullet Creek.	300	130	20	150	117	33	\$150,000 approved in 1982 Capital Budget, Developer Contr.
9.	Drew Road - Dixie Road and westerly (2 lane ditched road)	90			90			Subject to rezoning being approved, gratuitous conveyance of land payment of levies and building permit being applied for.
10.	Hyacinthe Blvd.- Miss. Valley Blvd. to Cawthra Road	270	135		135			
SUB-TOTAL - Local Roads		4715	2034	240	2441	687	13	

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>"STORM DRAINAGE"</u>								
1.	Mary Fix Creek storm trunk sewer from north limit of Domtar to Burnhamthorpe Road.	1400		1200	200			Developer contribution. Recovery from Mathews & Rogers. Project will not proceed until funding received from Developers.
2.	Mary Fix Creek Culvert at C.P.R.	500		500				Developer contribution by Domtar.
3.	Camilla Road culvert at Cooksville Creek.	260			260			To be undertaken in concert with Road programme.
4.	Relief storm sewer and oversizing	200			200			
5.	Applewood Creek Improvement (Lakeview Golf Course) Phase III	100		100				Assigned to Rec. & Parks Capital Budget.
6.	Cooksville Creek-East Branch-Box Culvert from Rathburn Rd. to #403	640			640			
7.	Loyalist Creek Improvements	350			350			
SUB-TOTAL - Storm Drainage		3450	NIL	1,800	1,650			

H.C

1983 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
	<u>"OTHER"</u>							
	Land Acquisition	200	100		100			Requirement for Capital Works Programme
	Transportation Study Update	500	375*		125			Special Agreement with M.T.C. - 75% Subsidy. *Separate Subsidy Account.
	Streetlighting	325			325			
	Traffic Signals	275	130*		145	95	50	*Separate Subsidy Account
	PHASE II Computerization of Traffic Signals	800	400+		400			+Subsidy Account
	Sidewalks - i) Normal Programme	100			100			
	ii) Major Road systems	50			50			
	Replace Mavis Road Roof	60			60			Leaks in roof are beginning to affect structural walls and is critical for replacement.
	SUB-TOTAL	2,310	100		1,305	95	50	
	1983 TOTAL BUDGET	15,661	4,384 505* 400+	2,163	8,209	782	93	

1984 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Major Roads</u>								
1.	Winston Churchill Blvd. from Derry Rd. to South Grade Point of the #401 interchange	900	400		500			
2.	Tomken Road - Courtneypark Drive Derry Road	1900	800		1100			
3.	Eglinton Avenue - Widening at Hospital Entrance	225	100		125			
4.	Intersection Improvements 1. Hurontario St. & Park Ave. 2. Torbram Rd. & Kimbel St. 3. South Service Rd. & Ogden Ave. 4. Burnhamthorpe Rd. & Elora Dr.	600	300		300			
5.	Connector Road - Hurontario to Shipp Drive (incl. structure)	600	300		300			
6.	Matheson Blvd. Right-of-Way Acquisition from Dixie Rd. to Etobicoke Creek (Stage II) (Airport South Industrial Pk)	600	300		300			
7.	Eglinton Ave. from Cawthra to Hurontario	2200	1000		1200			
8.	Central Pkwy East from Rathburn Rd. to Hwy. 403	450	200		250			
9.	Drew Rd - Dixie Easterly to Existing	600			600			
Prepayment of Levies								
SUB-TOTAL	Major Roads	8075	3400		4675			

H. 2

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Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Local Roads</u>								
1.	Bath Road & Slough Street	200	90		110			
2.	Glengarry Road - Queensway to Durdas Street	600	250		350			
3.	Enola Avenue south of Lakeshore Road	175	75		100			
4.	The Greenway south of Lakeshore Road	175	75		100			
5.	Swanhurst Blvd. - Ellesboro to Suburban	350	150		200			
6.	John Street - Hurontario Street to cul-de-sac	200	90		110			
7.	Breckenridge Road - Cawthra Road to Hyacinthe Boulevard	220	100		120			
8.	Yale Road - Vermouth to Hyacinthe	120	50		70			
SUB-TOTAL - Local Roads		2040	880		1160			

1984 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>"STORM DRAINAGE"</u>								
1.	Cooksville Creek - Kirwin Ave. Culvert (Twinning) & berming works	400			400			
2.	Mary Fix Creek - Erosion Protection from C.P.R. to north of Dornar lands	300			300			
3.	Relief Storm Sewers & Oversizing	300			300			
4.	Applewood Creek (Phase IV) - Lakeview Golf Course	100		100				
5.	Loyalist Creek Improvements	450			450			
6.	Channel Diversion to West Branch of Etobicoke Creek - Derry/Dixie	450			450			
	SUB-TOTAL - Storm Drainage	1950		100	1900			Pre Payment of Levy by Developers. Dev. are to pick-up shortfall over levies.
<u>"OTHER"</u>								
	Land Acquisition	600	300		300			
	Streetlighting	300			300			
	Computerization of Traffic Signals	375			375			
	Traffic Signals	300	150*		150			*Separate Subsidy Account
	Sidewalks - 1) Normal Programme	100			100			
	2) Burnhamthorpe Road	50			50			
	Parking Lot Allocation	200			200			Cash in lieu of funds to provide some or all of City Funds.
	SUB-TOTAL	1925	150*		1475			
	1984 TOTAL BUDGET	13440	300		8610			
			150*					

C.H.

1985 CAPITAL BUDGET SUMMARY

\$ x 1000

4.2

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Major Roads</u>								
1.	Eglinton Ave. (Stage I) between Barbertown Rd. & Creditview Rd. incl. Grade Separation at C.P.R.	7000	2900*	1200	2900			\$1,200,000 - C.T.C. Gr. Sep. Crossing Fund. This project will be undertaken over the 1985 & 1986 construction seasons. *3000 Gross with 1500 subsidy expected to be carried over into 1986.
2.	Drew Rd. Structure over East Branch of Etobicoke Creek between Bramalea Rd. & Torbram Rd.	400	200		200			
3.	Intersection Improvements 1. Indian Rd. & Mississauga Rd. 2. Burnhamthorpe Rd. & Flamewood Dr.	300	150		150			
4.	Tenth Line - Britannia Road to Derry Road	1900	850		1050			
5.	Central Parkway - Hurontario St. to Palgrave	500	220		280			
6.	Acquisition of Right of Way for Matheson Blvd. from Dixie Rd. to Etobicoke Creek (Stage III) (Airport South Industrial Park)	500	250		250			
SUB-TOTAL (MAJOR ROADS)		10600	4570	1200	4830			

1985 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Local Roads</u>								
1.	Wrenwood Crescent - Darcel Avenue to Monica Avenue	450	200		250			
2.	Suburban Drive - Shady Lawn Court to Ellesboro Drive	200	90		110			
3.	Rockhill Road - Darcel Avenue to Brandon Gate (B & S)	200	90		110			
4.	Bayswater Crescent	80	40		40			
5.	Upgrading of Local Roads with asphalt A. Lushes Ave. - Southdown Rd. to Sheridan Creek B. Glen Rd. - Lorne Park Rd. to Southerly End C. Indian Grove - South Sheridan Way to Indian Rd. D. Kenollie Ave. - Stavebank Rd. & Easterly End	600	300		300			This programme is designed to provide a permanent asphalt surface where a ditched drainage system is satisfactory to the area residents.
SUB-TOTAL (LOCAL ROADS)		1530	720		810			
SUB-TOTAL - ROADS		12130	5290	1200	5640			

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>STORM DRAINAGE</u>								
1.	Relief Storm Sewers & Oversizing	400			400			
2.	Applewood Creek - Lakeview Golf Course (Phase V)	100		100				Assigned to Rec. & Parks - Last Phase of the programme.
3.	Cooksville Creek (Phase I)	600			600			Twinning of Dundas St. Culvert Phase I
SUB TOTAL STORM DRAINAGE		1100		100	1000			
<u>"OTHER"</u>								
	Land Acquisition	600	300		300			
	Streetlighting	300			300			
	Traffic Signals	300	150*		150			*Separate Subsidy Account
	Sidewalks - i) Normal Programme	100			100			
	ii) Major Roads	50			50			
	Parking Lot Acquisition	200			200			Cash in lieu of funds to provide some or all of City Funds.
SUB-TOTAL - OTHER		1550	300 150*		1100			
Engineering - Totals		14780	5740	1300	7740			

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Major Roads</u>								
1.	Eglinton Avenue - Mavis Road to Hurontario St.	1100	550		550			
2.	Central Parkway W. - Erindale Stn. Road to Mavis Road	1000	450		550			
3.	Intersection Improvements	400	200		200			
4.	Matheson Blvd. from Creekbank Rd. easterly to Street "A" in Airport Industrial Park Phase I Structure at Etobicoke Creek	3200	1600		1600			This project will commence in 1986 with a carryover into 1987.
SUB-TOTAL MAJOR ROADS		5700	2800		2900			

4.2

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Local Roads</u>								
1.	Mill St.- Church St. to Terminus	100	45		55			
2.	Deta Rd. - Lakeshore to C.N.R	260	120		140			
3.	Cherriebele Rd. - Lakeshore to C.N.R.	270	125		145			
4.	Orchard Hill Rd. - Dixie to Terminus	260	120		140			
5.	St. Mary's Ave. - West of Dixie Road to end	260	120		140			
6.	Fergus Ave. - Lakeshore Rd. to C.N.R.	260	120		140			
7.	St. James Ave. - Dixie to Terminus	270	125		145			
SUB-TOTAL - LOCAL ROADS		1680	775		905			

1986 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
	<u>STORM DRAINAGE</u>							
	Major Watercourse Improvement (Royal Windsor Drive Storm Trunk)	1500	400		1100			Royal Windsor Storm Trunk from Winston Churchill Blvd. to Sheridan Creek
	Relief Storm Sewers & Oversizing	200			200			
	Cooksville Creek Phase II	600			600			Twinning of Dundas St. Culvert (Phase IV)
	SUB-TOTAL STORM DRAINAGE	2300	400		1900			
	<u>"OTHER"</u>							
	Land Acquisition	600	300		300			
	Streetlighting	300			300			
	Traffic Signals	300	150*		150			*Separate Subsidy Account
	Sidewalks - i) Normal Programme ii) Major Roads	100 50			100 50			
	Parking Lot Acquisition	200			200			Cash in lieu of funds to provide some or all of City Funds.
	SUB-TOTAL - OTHER	1550	150* 300		1100			
	Engineering - Totals	11230	4,425		6805			

H. J. P.

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Major Roads</u>								
1.	Matheson Blvd. from Creekbank Rd. easterly to Rd. "A" Airport South - Phase II	1600	800		800			
2.	Hurontario St. - Burnhamthorpe Rd. to north of Robert Speck Pkwy including intersections	700	325	100	275			Recovery from Shipp & possible additional recovery from Mascan will reduce City share
3.	Creditview Rd.-Eglinton Ave. to McCaugherty	2000	900		1100			
4.	Mavis Rd. Grade Separation (Design & Land)	300	150		150			
5.	Intersection Improvements	400	200		200			
6.	Burnhamthorpe Rd. - Mississauga Rd. to Erin Mills incl. Structure	1050	500		550			Structure over Sawmill Creek.
7.	Mississauga Rd.-Britannia to Alpha Mills	1400	600		800			
SUB TOTAL - MAJOR ROADS		7450	3475	100	3875			

1987 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Local Roads</u>								
	Rosemary Drive - Queensway to Northerly Limit	500	230		270			
	King Street - Hurontario to Confederation Parkway	350	150		200			
	Creelman Road - Florian to Cliff Road	160	70		90			
	Victory Crescent - Airport Road to Merritt Avenue	200	90		110			
	McNaughton Avenue - Airport Road to Victory Crescent	180	70		110			
	Upgrading of Local Roads with asphalt Area "A"	500	250		250			
	Minaki Rd. - Woodland Ave.							
	Veronica Dr. - River Rd.							
	Inglewood Dr. - Mona Rd.							
	Oriole Ave. - Cotton Dr.							
	River Rd. - Vesta Dr. - Sandham Rd.							
SUB TOTAL- LOCAL ROADS		1890	860		1030			

1987 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Storm Drainage</u>								
	Miscellaneous Storm Drainage & Oversizing	200			200			
	Watercourse Improvements:	800			800			
	1. C.N.R. Culvert Improvements at Cooksville Creek - Phase I and Dundas Street Berming							
	SUB TOTAL STORM DRAINAGE	1000			1000			
<u>Other</u>								
	Land Acquisition	500	250		250			
	Sidewalks - i) Normal Programme	100			100			
	ii) Major Roads	50			50			
	Traffic Signals	300	150*		150			*Separate Subsidy Allocation
	Streetlighting	300			300			
	Parking Lot Acquisition	200			200			Cash in lieu of funds to provide some or all of City Funds.
	SUB TOTAL - OTHER	1450	250 150*		1050			
	Engineering - TOTALS	11790	4735	100	6955			

PUBLIC WORKS COMMITTEE
DATE: JANUARY 20, 1983

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
168-81	Eng. & Works	Sod Damage to Boulevards- Problem Areas, i.e. bus stops, School Routes, etc.	Public Works - June 18/81	Mar. 18/83	9
281-81	Eng. & Works	Co-ordination of Maintenance Services, i.e. boulevard cutting, parks cutting	Current Budget - 1982	Mar. 18/83	6
91-82	Eng. & Works	Decorative Street Lights in Streetsville Business Improvement District - 1982 Review	Public Works - Feb. 18/82	April 30/83	1
163-82	Eng. & Works	Feasibility of Constructing "rippled" pavement as a speed deterrent on roadway at Mineola Rd. E. and Mineola Gardens	Public Works - May 20/82	March/83	1
198-82	Eng. & Works	Creek Maintenance - Loyalist Creek & the Mary Fix Creek	Memo dated July 12/82 - from Councillor D. Culham Culham	Jan. 20/83	1
246-82	Eng. & Works	Traffic at Mississauga Road/Q.E.W. designation of high occupancy traffic lanes for buses & vehicles carrying 4 or more persons	Letter dated Sept. 28/82 from Staff Insp. E. A. MacDonald, Peel Regional Police, Council - Oct. 12/81	Jan. 20/83	1
292-82	Eng. & Works	Leaf Pick-up	Public Works - Dec. 16/82	Feb. 17/83	0

1983 CAPITAL BUDGET SUMMARY

\$ x 1000

November 24, 1982

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Major Roads</u>								
1.	Tomken Road - Eglinton Avenue to Burnhamthorpe Road	1010	450	19	541			Note: \$70,000 for streetlighting \$40,000 for traffic signals included.
2.	Tomken Road - Hwy. 401 to Courtney Park Drive.	1900	800		1100			
3.	Connector Road - Hwy. 10 to Shipp Drive including structure at Cooksville Creek (design only)	60	30		30			
4.	Intersection Improvements (a) Tomken Road - Bloor Street (b) Drew Road - Torbram Road (c) Confederation Pkwy - King Street (d) Kennedy Road - Derry Road	600	280		320			
5.	Eglinton Avenue - Mississauga Road to Creditview Road - pre-design of grade separation & land acq. incl. application to C.T.C.	500	200		300			
6.	Confederation Parkway - Hillcrest Avenue to Fairview Road (Phase II)	300	140		160			
7.	Burnhamthorpe Road - Mavis Road to Erindale Station Road incl. Mavis Road from Burnhamthorpe to Rathburn	316	100	104	112			Developer contribution
8.	Acquisition of Right-of-Way for Matheson Blvd. from Dixie Road to Etobicoke Creek (Phase I) Airport South Industrial Park	500	250*		250			*Assuming major thoroughfare designation is obtained from the M.T.C.
Sub-Total - Major Roads		5186	2250	123	2813			

1983 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Local Roads</u>								
1.	Camilla Rd. - North Service Road to Paisley Boulevard	950	450	20	480			Developer Contribution
2.	Suburban Drive - Plainsman Road to Shadyawn Court	380	160		220			
3.	Plainsman Road from Suburban to Alpha Mills	230	104		126			
4.	Hickory Drive - Burnhamthorpe Road northerly for 1200 ft. incl. intersection at Burnhamthorpe Road and Hickory Drive.	400	160	160	80			Developer Contribution
5. (a)	Wilcox Road - Rathburn Road to Meadows Blvd. (incl. Storm Trunk)	589	230		359*			Required for Church Const.
(b)	Meadows Blvd. - Wilcox to Cawthra	145	65		80*			Required for Church Const. *All costs shown will be recovered by the City from agreements from Church and Developers.
(c)	Meadows Blvd. - Wilcox to 200m West	135	61		74*&**			**These works will not proceed until such time as the funds are received from the developers to cover the City's share of the cost.
(d)	Wilcox Rd. - Meadows Blvd. to Terminal	176	79		97*&**			
6.	Paisley Boulevard - Goodison Ave. to Antigua Road.	200	100		100	70	30	70 approved in 1982 Capital Budget

H.A

1983 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Local Roads (continued)</u>								
7.	Hammond Road - Queensway to Dundas	850	360	40	450	500	-50	\$500,000 approved in 1982 Capital Budget, Developer Contr.
8.	Hillside Drive - Thomas Street to Mullet Creek.	300	130	20	150	117	33	\$150,000 approved in 1982 Capital Budget, Developer Contr.
9.	Drew Road - Dixie Road and westerly (2 lane ditched road)	90			90			Subject to rezoning being approved, gratuitous conveyance of land payment of levies and building permit being applied for.
10.	Hyacinthe Blvd.- Miss. Valley Blvd. to Cawthra Road	270	135		135			
SUB-TOTAL - Local Roads		4715	2034	240	2441	687	13	

1983 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>"STORM DRAINAGE"</u>								
1.	Mary Fix Creek storm trunk sewer from north limit of Domtar to Burnhamthorpe Road.	1400		1200	200			Developer contribution. Recovery from Mathews & Rogers. Project will not proceed until funding received from Developers.
2.	Mary Fix Creek Culvert at C.P.R.	500		500				Developer contribution by Domtar.
3.	Camilla Road culvert at Cooksville Creek.	260			260			To be undertaken in concert with Road programme.
4.	Relief storm sewer and oversizing	200			200			
5.	Applewood Creek Improvement (Lakeview Golf Course) Phase III	100		100				Assigned to Rec. & Parks Capital Budget.
6.	Cooksville Creek-East Branch-Box Culvert from Rathburn Rd. to #403	640			640			
7.	Loyalist Creek Improvements	350			350			
SUB-TOTAL - Storm Drainage		3450	NIL	1,800	1,650			

4.C

1983 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>"OTHER"</u>								
	Land Acquisition	200	100		100			Requirement for Capital Works Programme
	Transportation Study Update	500	375*		125			Special Agreement with M.T.C. - 75% Subsidy. *Separate Subsidy Account.
	Streetlighting	325			325			
	Traffic Signals	275	130*		145	95	50	*Separate Subsidy Account
	PHASE II Computerization of Traffic Signals	800	400+		400			+Subsidy Account
	Sidewalks - i) Normal Programme ii) Major Road systems	100 50			100 50			
	Replace Mavis Road Roof	60			60			Leaks in roof are beginning to affect structural walls and is critical for replacement.
SUB-TOTAL		2,310	100		1,305	95	50	
1983 TOTAL BUDGET		15,661	4,384 505* 400+	2,163	8,209	782	93	

4.4

1984 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Major Roads</u>								
1.	Winston Churchill Blvd. from Derry Rd. to South Grade Point of the #401 interchange	900	400		500			
2.	Tomken Road - Courtney Park Drive Derry Road	1900	800		1100			
3.	Eglinton Avenue - Widening at Hospital Entrance	225	100		125			
4.	Intersection Improvements 1. Hurontario St. & Park Ave. 2. Torbram Rd. & Kimbel St. 3. South Service Rd. & Ogden Ave. 4. Burnhamthorpe Rd. & Elora. Dr.	600	300		300			
5.	Connector Road - Hurontario to Shipp Drive (incl. structure)	600	300		300			
6.	Matheson Blvd. Right-of-Way Acquisition from Dixie Rd. to Etobicoke Creek (Stage II) (Airport South Industrial Pk)	600	300		300			
7.	Eglinton Ave. from Cawthra to Hurontario	2200	1000		1200			
8.	Central Pkwy East from Rathburn Rd. to Hwy. 403	450	200		250			
9.	Drew Rd - Dixie Easterly to Existing	600			600			Prepayment of Levies
SUB-TOTAL Major Roads		8075	3400		4675			

4.5

1984 CAPITAL BUDGET SUMMARY

x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Local Roads</u>								
1.	Bath Road & Slough Street	200	90		110			
2.	Glengarry Road - Queensway to Dundas Street	600	250		350			
3.	Enola Avenue south of Lakeshore Road	175	75		100			
4.	The Greenway south of Lakeshore Road	175	75		100			
5.	Swanhurst Blvd. - Ellesboro to Suburban	350	150		200			
6.	John Street -Huronario Street to cul-de-sac	200	90		110			
7.	Breckenridge Road - Cawthra Road to Hyacinthe Boulevard	220	100		120			
8.	Yale Road - Vermont to Hyacinthe	120	50		70			
SUB-TOTAL - Local Roads		2040	880		1160			

1984 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>"STORM DRAINAGE"</u>								
1.	Cooksville Creek - Klrwin Ave. Culvert (Twinning) & berming works	400			400			
2.	Mary Fix Creek - Erosion Protection from C.P.R. to north of Domtar lands	300			300			
3.	Relief Storm Sewers & Oversizing	300			300			
4.	Applewood Creek (Phase IV) - Lakeview Golf Course	100		100	450			
5.	Loyalist Creek Improvements	450			450			
6.	Channel Diversion to West Branch of Etobicoke Creek - Derry/Dixie	450			450			Pre Payment of Levy by Developers. Dev. are to pick-up shortfall over levies.
SUB-TOTAL - Storm Drainage		1950		100	1900			
<u>"OTHER"</u>								
	Land Acquisition	600	300		300			
	Streetlighting	300			300			
	Computerization of Traffic Signals	375			375			
	Traffic Signals	300	150*		150			*Separate Subsidy Account
	Sidewalks - 1) Normal Programme 2) Burnhamthorpe Road	100 50			100 50			
	Parking Lot Allocation	200			200			Cash in lieu of funds to provide some or all of City Funds.
SUB-TOTAL		1925	150*		1475			
1984 TOTAL BUDGET		13440	4580		8610			

P.H.

1985 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Major Roads</u>								
1.	Eglinton Ave. (Stage I) between Barberville Rd. & Creditview Rd. incl. Grade Separation at C.P.R.	7000	2900*	1200	2900			\$1,200,000 - C.T.C. Gr. Sep. Crossing Fund. This project will be undertaken over the 1985 & 1986 construction seasons. *3000 Gross with 1500 subsidy expected to be carried over into 1986.
2.	Drew Rd. Structure over East Branch of Etobicoke Creek between Bramalea Rd. & Torbram Rd.	400	200		200			
3.	Intersection Improvements 1. Indian Rd. & Mississauga Rd. 2. Burnhamthorpe Rd. & Flamewood Dr.	300	150		150			
4.	Tenth Line - Britannia Road to Derry Road	1900	850		1050			
5.	Central Parkway - Hurontario St. to Palgrave	500	220		280			
6.	Acquisition of Right of Way for Matheson Blvd. from Dixie Rd. to Etobicoke Creek (Stage III) (Airport South Industrial Park)	500	250		250			
SUB-TOTAL (MAJOR ROADS)		10600	4570	1200	4830			

1985 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Local Roads</u>								
1.	Wrenwood Crescent - Darcel Avenue to Monica Avenue	450	200		250			
2.	Suburban Drive - Shady Lawn Court to Ellesboro Drive	200	90		110			
3.	Rockhill Road - Darcel Avenue to Brandon Gate (B & S)	200	90		110			
4.	Bayswater Crescent	80	40		40			
5.	Upgrading of Local Roads with asphalt A. Lushes Ave. - Southdown Rd. to Sheridan Creek B. Glen Rd. - Lorne Park Rd. to Southerly End C. Indian Grove - South Sheridan Way to Indian Rd. D. Kenollie Ave. - Stavebank Rd. & Easterly End	600	300		300			This programme is designed to provide a permanent asphalt surface where a ditched drainage system is satisfactory to the area residents.
SUB-TOTAL (LOCAL ROADS)		1530	720		810			
SUB-TOTAL - ROADS		12130	5290	1200	5640			

H.2

1985 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>STORM DRAINAGE</u>								
1.	Relief Storm Sewers & Oversizing	400			400			
2.	Applewood Creek - Lakeview Golf Course (Phase V)	100		100				Assigned to Rec. & Parks - Last Phase of the programme.
3.	Cooksville Creek (Phase I)	600			600			Twinning of Dundas St. Culvert Phase I
SUB TOTAL STORM DRAINAGE		1100		100	1000			
<u>"OTHER"</u>								
	Land Acquisition	600	300		300			
	Streetlighting	300			300			
	Traffic Signals	300	150*		150			*Separate Subsidy Account
	Sidewalks - i) Normal Programme ii) Major Roads	100 50			100 50			
	Parking Lot Acquisition	200			200			Cash in lieu of funds to provide some or all of City Funds.
SUB-TOTAL - OTHER		1550	300 150*		1100			
Engineering - Totals		14780	5740	1300	7740			

1986 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Major Roads</u>								
1.	Eglinton Avenue - Mavis Road to Hurontario St.	1100	550		550			
2.	Central Parkway W. - Erindale Stn. Road to Mavis Road	1000	450		550			
3.	Intersection Improvements	400	200		200			
4.	Matheson Blvd. from Creekbank Rd. easterly to Street "A" in Airport Industrial Park Phase I Structure at Etobicoke Creek	3200	1600		1600			This project will commence in 1986 with a carryover into 1987.
SUB-TOTAL MAJOR ROADS		5700	2800		2900			

4.2

1986 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Local Roads</u>								
1.	Mill St.- Church St. to Terminus	100	45		55			
2.	Deta Rd. - Lakeshore to C.N.R	260	120		140			
3.	Cherriebele Rd. - Lakeshore to C.N.R.	270	125		145			
4.	Orchard Hill Rd. - Dixie to Terminus	260	120		140			
5.	St. Mary's Ave. - West of Dixie Road to end	260	120		140			
6.	Fergus Ave. - Lakeshore Rd. to C.N.R.	260	120		140			
7.	St. James Ave. - Dixie to Terminus	270	125		145			
SUB-TOTAL - LOCAL ROADS		1680	775		905			

1986 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>STORM DRAINAGE</u>								
	Major Watercourse Improvement (Royal Windsor Drive Storm Trunk)	1500	400		1100			Royal Windsor Storm Trunk from Winston Churchill Blvd. to Sheridan Creek
	Relief Storm Sewers & Oversizing	200			200			
	Cooksville Creek Phase II	600			600			Twinning of Dundas St. Culvert (Phase IV)
	SUB-TOTAL STORM DRAINAGE	2300	400		1900			
<u>"OTHER"</u>								
	Land Acquisition	600	300		300			
	Streetlighting	300			300			
	Traffic Signals	300	150*		150			*Separate Subsidy Account
	Sidewalks - i) Normal Programme ii) Major Roads	100 50			100 50			
	Parking Lot Acquisition	200			200			Cash in lieu of funds to provide some or all of City Funds.
	SUB-TOTAL - OTHER	1550	150* 300		1100			
	Engineering - Totals	11230	4,425		6805			

W.H.

1987 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Major Roads</u>								
1.	Matheson Blvd. from Creekbank Rd. easterly to Rd. "A" Airport South - Phase II	1600	800		800			
2.	Huronario St. - Burnhamthorpe Rd. to north of Robert Speck Pkwy including intersections	700	325	100	275			Recovery from Shipp & possible additional recovery from Mascan will reduce City share
3.	Creditview Rd.-Eglinton Ave. to McCaugherty	2000	900		1100			
4.	Mavis Rd. Grade Separation (Design & Land)	300	150		150			
5.	Intersection Improvements	400	200		200			
6.	Burnhamthorpe Rd. - Mississauga Rd. to Erin Mills incl. Structure	1050	500		550			Structure over Sawmill Creek.
7.	Mississauga Rd.-Britannia to Alpha Mills	1400	600		800			
SUB TOTAL - MAJOR ROADS		7450	3475	100	3875			

1987 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Local Roads</u>								
	Rosemary Drive - Queensway to Northerly Limit	500	230		270			
	King Street - Hurontario to Confederation Parkway	350	150		200			
	Creelman Road - Florlan to Cliff Road	160	70		90			
	Victory Crescent - Airport Road to Merritt Avenue	200	90		110			
	McNaughton Avenue - Airport Road to Victory Crescent	180	70		110			
	Upgrading of Local Roads with asphalt Area "A"	500	250		250			
	Minaki Rd. - Woodland Ave.							
	Veronica Dr. - River Rd.							
	Inglewood Dr. - Mona Rd.							
	Orlone Ave. - Cotton Dr.							
	River Rd. - Vesta Dr. - Sandham Rd.							
SUB TOTAL - LOCAL ROADS		1890	860		1030			

4.0

1987 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	COMMENTS
<u>Storm Drainage</u>								
	Miscellaneous Storm Drainage & Oversizing	200			200			
	Watercourse Improvements:	800			800			
	1. C.N.R. Culvert Improvements at Cooksville Creek - Phase I and Dundas Street Berming							
SUB TOTAL STORM DRAINAGE		1000			1000			
<u>Other</u>								
	Land Acquisition	500	250		250			
	Sidewalks - i) Normal Programme	100			100			
	ii) Major Roads	50			50			
	Traffic Signals	300	150*		150			*Separate Subsidy Allocation
	Streetlighting	300			300			
	Parking Lot Acquisition	200			200			Cash in lieu of funds to provide some or all of City Funds.
SUB TOTAL - OTHER		1450	250 150*		1050			
Engineering - TOTALS								
		11790	4735	100	6955			



City of Mississauga

MEMORANDUM

RECEIVED

FILES: 14 111 00001
11 141 00039

To Chairman and Members

REGISTRY No. 818

From William P. Taylor, P.Eng.

Dept. Public Works Committee

DATE JAN 20 1983

Dept. Engineering and Works

FILE No. A000201

L070301

P. W. DATE Jan 20/83

CLERK'S DEPARTMENT

January 19, 1983.

SUBJECT: Provision of central air conditioners in units located on lots affected by arterial roadways, railways, or other major noise sources.

ORIGIN: Engineering and Works Department.

COMMENTS: When the Planning Department reviews a draft plan and finds that all or a portion of the proposed development may be affected by a major noise source, the consolidated report requires that owner to engage the services of a consultant to undertake a noise study to recommend noise control features to meet the noise level objectives of the City and the Ministry of the Environment to the satisfaction of the City and the Ministry.

When the acoustical consultants prepare their recommendations, they quite often suggest that a mechanical ventilation system or central air conditioning be required for units proposed for lots immediately adjacent to the major noise source since the interior noise levels would be acceptable only if the windows and doors on the concerned units are kept closed.

While this requirement does deal with acoustical aspects, we find that developers, builders, and homeowners are objecting to the fact that central air conditioning increases the initial cost of the house by \$1,500.00 to \$1,800.00, increases the energy consumption and increases the assessment on the lands. Two examples of such areas where objections have been received are the Wimpey Subdivision, Plan M-360, where the units are close to Cawthra Road, and the Kenley Subdivision, Plan M-424, where the units abut Winston Churchill Blvd. In each of these cases, it has been suggested that no central air conditioning should be forced on the prospective purchasers at the outset but that the duct work of the unit should be sized to accommodate future installation and that warning clauses be placed in both the purchase and sale agreements and on the title of the lands through the registration of the Financial Agreement.

.../...

...2...

January 19, 1983.

Chairman and Members of
Public Works Committee.

COMMENTS: (cont'd.)

We are of the opinion that these suggestions should be endorsed and that the City should adopt a policy that central air conditioning should not be a requirement for future subdivisions immediately abutting noise sources as has been the case in numerous developments. With regard to current subdivisions wherein the Engineering or Servicing Agreements have been executed, we suggest that the developer be permitted an option of either installing an air conditioning system if the prospective purchasers wish such an installation or that the developer be provided with a waiver agreement to be executed by the prospective purchaser and the City. This agreement should make provision for the registration of this document once the ownership of the concerned lot has been transferred to the prospective purchaser.

- RECOMMENDATIONS:
1. That central air conditioning or mechanical ventilation systems not be required in the future Servicing Agreements for lots in plans abutting a major noise source.
 2. That in lieu of the provision of central air conditioning, the developer of plans immediately abutting a major noise source, where no Servicing Agreement or Engineering Agreement has been executed, be required to ensure:
 - (a) that the duct work in units to be located on lands immediately abutting a major noise source be of a size capable of accommodating a future installation of a central air conditioner to the approval of the Commissioner of Building.
 - (b) that clauses satisfactory to the City Solicitor be incorporated into the registered Financial Agreement for the development which would advise owners that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, and that the provision of central air conditioning or alternative is the sole responsibility of the owner, and that no demands are to be made of the City or Region for the provision of further noise attenuation works.

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January 19, 1983.

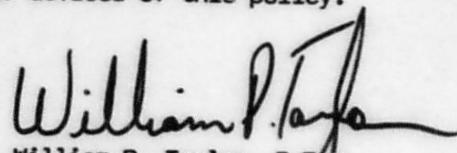
Chairman and Members of
Public Works Committee.

RECOMMENDATIONS: (cont'd.)

2. (c) that clauses satisfactory to the City Solicitor be incorporated into the appropriate purchase and sale agreements with the prospective homeowners which would advise owners of the contents of the noise warning clauses in the Financial Agreement registered on the title of their lands.
3. That in subdivisions where central air conditioning or a mechanical ventilation system is required by an executed Servicing or Engineering Agreement, the general principle be adopted that a developer will be permitted to delete this requirement upon execution of a registerable Agreement between the prospective homeowner and the City wherein the homeowner acknowledges that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, that the provision of central air conditioning or alternative is the sole responsibility of the owner, and that no demands are to be made of the City or the Region for the provision of further noise attenuation works. This agreement is to be registered by the City at the cost of the developer once the title of the concerned lot has been transferred to the prospective homeowner.
4. That the Region of Peel be advised of this policy.

 RMB/cc
58E/7E

cc: E. M. Halliday
R. G. Edmunds
L. Stewart
K. A. Cowan


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.



ENGINEERING WORKS & BLDG. DEPT.		
RECEIVED FILE		
JAN 12 1983		
From To	Initials	Date
W.P.T.		
cc J.M.C.		
J.M.C.		

January 11, 1983

Mr. W.P. Taylor, P. Eng.
City of Mississauga
1 City Centre Drive
Mississauga, Ont.

Dear Sir:

Re : Loyalist Creek
Master Drainage Plan

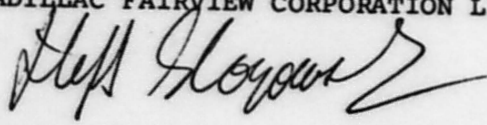
Thank you for the opportunity to review the proposals contained in your draft report re the Loyalist Creek Master Drainage Plan, as discussed at our meeting with representatives of the MTC on January 7, 1983.

We would confirm that we are in accordance with all of the technical aspects of the report. However, with respect to the payment of the John Doe major watercourse improvement levy, you will recall that this is not consistent with our existing Development Agreement with the City. We would expect to contribute to the costs of drainage works both within and downstream of our lands, in accordance with the terms of that agreement. We would be pleased to meet with you in this regard.

As well, you will recall the letter from Proctor & Redfern Limited dated November 16, 1982, wherein it was indicated that we expect to be compensated by MTC for the use of excess capacity in the Glen Erin Brook System provided by The Cadillac Fairview Corporation Limited.

Yours truly,

THE CADILLAC FAIRVIEW CORPORATION LIMITED


Stephen M. Glogowski, P. Eng.
Manager
Land Development

cc: Mr. Nat Sen, P. Eng.
cc: Proctor & Redfern Limited

The Cadillac Fairview Corporation Limited
1200 Sheppard Ave. East, Willowdale (Toronto), Ontario M2K 2R8 (416) 494-7111



January 19, 1983

Mr. John Fraser
Director of Education
Peel Board of Education
73 King Street West
Mississauga, Ontario
L5B 1H5

Dear Mr. Fraser:

We have been requested by Council to contact all Senior Public, Secondary and Separate schools in the City of Mississauga to see if any of their students would be willing to shovel snow for Senior Citizens and/or handicapped residents who might require assistance.

A list of any students interested would be compiled and the existence of this list would be publicised.

As is policy, we are requesting your permission to distribute the accompanying letter to your school principals through your courier system.

Should you have any questions, please feel free to contact me at 279-7600, ext. 557.

Thank you for your time and co-operation.

Yours truly,

Jim Hoshko
Co-ordinator, Public Relations

JH/br
Encl.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7600



January 19, 1983

Mr. Brian Fleming
Director of Education
Dufferin-Peel Separate School Board
100 Dundas Street West
Mississauga, Ontario
L5B 1H6

Dear Mr. Fleming:

We have been requested by Council to contact all Senior Public, Secondary and Separate schools in the City of Mississauga to see if any of their students would be willing to shovel snow for Senior Citizens and/or handicapped residents who might require assistance.

A list of any students interested would be compiled and the existence of this list would be publicised.

As is policy, we are requesting your permission to distribute the accompanying letter to your school principals through your courier system.

Should you have any questions, please feel free to contact me at 279-7600, ext. 557.

Thank you for your time and co-operation.

Yours truly,

Jim Hoshko
Co-ordinator, Public Relations

JH/br
Encl.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7600



January 19, 1983

To: Principals of Senior Public,
Secondary and Separate Schools

Dear Principals:

We have been requested by City Council to contact all Senior Public, Secondary and Separate Schools in the City to see if any of your students would be willing to shovel snow for Senior Citizens and/or handicapped residents.

A list of willing students will be compiled and the existence of the list would be publicised through seniors and handicapped groups. Anyone who wished to make use of this service, will contact their local councillor who will put them in contact with someone on the list.

They would then make their own arrangements in terms of time, remuneration etc.

Appended is a form which should simplify the compiling of the list. Should you have any questions or comments, please feel free to contact me at 279-7600, ext. 557.

Thank you for your time and consideration.

Yours truly,

Jim Hoshko
Co-ordinator, Public Relations

JH/br
Encl.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7600

SNOW SHOVELLING PROGRAMME

SCHOOL: _____

Return to: J. Hoshko
Co-ordinator
1 City Centre Dr.
Mississauga, Ont.
L5B 1M2

NAME	ADDRESS	TELEPHONE NO.



news release

issued through the

information and public relations

department

1 CITY CENTRE DRIVE,
MISSISSAUGA L5B 1M2
ONTARIO

CONTACT: ANGUS MCDONALD
Engineering and Works
279-7600, Ext. 341

FOR IMMEDIATE RELEASE

January 10, 1983

STREETLIGHT UPGRADING PROGRAMME SAVES ENERGY

MISSISSAUGA - Approximately five years ago the City of Mississauga embarked on a long term Streetlighting Upgrading Programme. There are two main objectives to the programme. The first is to improve the streetlighting on City streets in built up areas where existing lighting was less than 50 per cent of that required by City standards. Secondly in order to upgrade existing lighting standards and decrease energy consumption the City's 6000 incandescent streetlights were to be replaced with high pressure sodium lights.

To complete the upgrading of streetlighting on major roads within the built up areas in the City will cost in the order of 2.5 million dollars.

To complete the retrofitting programme will cost approximately 1.5 million dollars. For 1983 \$325,000 has been allocated for the Streetlights programme.

Since 1978, 1800 new streetlights have been installed but due to the installation of high pressure sodium lights, the City's energy consumption has not increased since that time.



City of Mississauga

MEMORANDUM

Files: 11 141 00039
11 321 83001

RECEIVED

To	Chairman and Members of the	REGISTRY No. 708	From	Mr. William P. Taylor, Commissioner
Dept.	Public Works Committee	DATE JAN 19 1983	Dept.	Engineering and Works
		FILE No. J0501		
		CLERK'S DEPARTMENT	January 18, 1983	

SUBJECT: Capital Budget - 1978 to 1982

ORIGIN: Engineering and Works

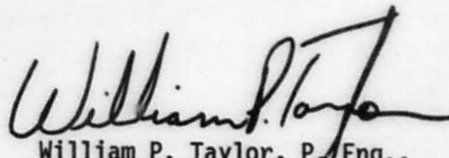
COMMENTS: Councillor Culham, Chairman of the Public Works Committee, requested that we present the previous Five-Year Capital Budget broken down into certain categories showing the budgeted funds in each case.

Attached, for the information of the Committee, is a table showing the budget allocations from 1978 to 1982 inclusive together with the average expenditure over a five-year period in each category.

As Committee is aware, there are peaks and valleys in the Five-Year Budget resulting from extremely large jobs which have to be approved in one year, however, the expenditure may be made over a two or three year period.

RECOMMENDATION: That the report dated January 18, 1983, with respect to the Capital Budget - 1978 to 1982, submitted by William P. Taylor, Commissioner of Engineering and Works, be received.

AEM:dw
Attach.


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

GROSS EXPENDITURES - BUDGET

PROJECT	1978	1979	1980	1981	1982
Major Roads	\$11,990,000	\$ 3,802,000	\$11,253,000	\$11,174,000	\$ 7,158,000
Local Roads	2,420,000	211,000	823,000	1,071,000	3,998,700
Storm Drainage	5,959,000	2,428,000	1,058,000	2,385,000	738,400
Land Acquisition	800,000	900,000	800,000	600,000	1,000,000
Sidewalks	100,000	30,000	100,000	100,000	200,000
Traffic Signals	100,000	---	300,000	300,000	308,700
Computerized Signals	---	---	---	---	750,000
Streetlighting	100,000	273,000	500,000	325,000	750,000
Other	---	---	235,000	---	400,000
 TOTAL ENGINEERING	 \$21,469,000	 \$ 7,644,000	 \$15,069,000	 \$15,955,000	 \$15,303,800

TOTAL OF FIVE-YEAR BUDGET - 1978-1982

<u>PROJECT</u>	<u>GROSS EXPENDITURE</u>	<u>AVERAGE EXPENDITURE</u>
Major Roads	\$45,377,000	\$ 9,075,400
Local Roads	8,523,700	1,704,740
Storm Drainage	12,568,400	2,513,680
Land Acquisition	4,100,000	820,000
Sidewalks	530,000	106,000
Traffic Signals	1,008,700	201,740
Computerized Signals	750,000	150,000
Streetlighting	1,948,000	389,600
Other	635,000	127,000
 TOTAL ENGINEERING	 \$75,440,800	 \$15,088,160



City of Mississauga

MEMORANDUM

FILES: 14 111 00001
11 141 00039

To Chairman and Members From William P. Taylor, P.Eng.
Dept. Public Works Committee Dept. Engineering and Works

January 19, 1983.

SUBJECT: Provision of central air conditioners in units located on lots affected by arterial roadways, railways, or other major noise sources.

ORIGIN: Engineering and Works Department.

COMMENTS: When the Planning Department reviews a draft plan and finds that all or a portion of the proposed development may be affected by a major noise source, the consolidated report requires that owner to engage the services of a consultant to undertake a noise study to recommend noise control features to meet the noise level objectives of the City and the Ministry of the Environment to the satisfaction of the City and the Ministry.

When the acoustical consultants prepare their recommendations, they quite often suggest that a mechanical ventilation system or central air conditioning be required for units proposed for lots immediately adjacent to the major noise source since the interior noise levels would be acceptable only if the windows and doors on the concerned units are kept closed.

While this requirement does deal with acoustical aspects, we find that developers, builders, and homeowners are objecting to the fact that central air conditioning increases the initial cost of the house by \$1,500.00 to \$1,800.00, increases the energy consumption and increases the assessment on the lands. Two examples of such areas where objections have been received are the Wimpey Subdivision, Plan M-360, where the units are close to Cawthra Road, and the Kenley Subdivision, Plan M-424, where the units abut Winston Churchill Blvd. In each of these cases, it has been suggested that no central air conditioning should be forced on the prospective purchasers at the outset but that the duct work of the unit should be sized to accommodate future installation and that warning clauses be placed in both the purchase and sale agreements and on the title of the lands through the registration of the Financial Agreement.

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January 19, 1983.

Chairman and Members of
Public Works Committee.

COMMENTS:

(cont'd.)

We are of the opinion that these suggestions should be endorsed and that the City should adopt a policy that central air conditioning should not be a requirement for future subdivisions immediately abutting noise sources as has been the case in numerous developments. With regard to current subdivisions wherein the Engineering or Servicing Agreements have been executed, we suggest that the developer be permitted an option of either installing an air conditioning system if the prospective purchasers wish such an installation or that the developer be provided with a waiver agreement to be executed by the prospective purchaser and the City. This agreement should make provision for the registration of this document once the ownership of the concerned lot has been transferred to the prospective purchaser.

RECOMMENDATIONS:

1. That central air conditioning or mechanical ventilation systems not be required in the future Servicing Agreements for lots in plans abutting a major noise source.
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January 19, 1983.

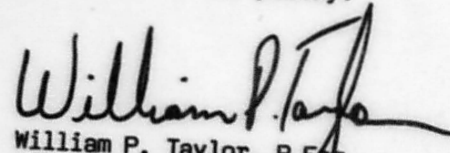
Chairman and Members of
Public Works Committee.

RECOMMENDATIONS: (cont'd.)

2. (c) that clauses satisfactory to the City Solicitor be incorporated into the appropriate purchase and sale agreements with the prospective homeowners which would advise owners of the contents of the noise warning clauses in the Financial Agreement registered on the title of their lands.
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4. That the Region of Peel be advised of this policy.


KWB/cc
58E/7E

cc: E. M. Halliday
R. G. Edmunds
L. Stewart
K. A. Cowan


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.



City of Mississauga

MEMORANDUM

FILES: 14 111 00001
11 141 00039

To Chairman and Members

From William P. Taylor, P.Eng.

Dept. Public Works Committee

Dept. Engineering and Works

January 19, 1983.

SUBJECT: Provision of central air conditioners in units located on lots affected by arterial roadways, railways, or other major noise sources.

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January 19, 1983.

Chairman and Members of
Public Works Committee.

COMMENTS:

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January 19, 1983.

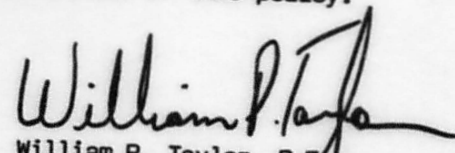
Chairman and Members of
Public Works Committee.

RECOMMENDATIONS: (cont'd.)

2. (c) that clauses satisfactory to the City Solicitor be incorporated into the appropriate purchase and sale agreements with the prospective homeowners which would advise owners of the contents of the noise warning clauses in the Financial Agreement registered on the title of their lands.
3. That in subdivisions where central air conditioning or a mechanical ventilation system is required by an executed Servicing or Engineering Agreement, the general principle be adopted that a developer will be permitted to delete this requirement upon execution of a registerable Agreement between the prospective homeowner and the City wherein the homeowner acknowledges that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, that the provision of central air conditioning or alternative is the sole responsibility of the owner, and that no demands are to be made of the City or the Region for the provision of further noise attenuation works. This agreement is to be registered by the City at the cost of the developer once the title of the concerned lot has been transferred to the prospective homeowner.
4. That the Region of Peel be advised of this policy.


RMB/cc
58E/7E

cc: E. M. Halliday
R. G. Edmunds
L. Stewart
K. A. Cowan


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.



news release

issued through the

information and public relations
department

Mike Solomon - 629-1301

1 CITY CENTRE DRIVE,
MISSISSAUGA L5B 1M2
ONTARIO

CONTACT: ANGUS MCDONALD
Engineering and Works
279-7600, Ext. 341

FOR IMMEDIATE RELEASE

January 10, 1983

STREETLIGHT UPGRADING PROGRAMME SAVES ENERGY

MISSISSAUGA - Approximately five years ago the City of Mississauga embarked on a long term Streetlighting Upgrading Programme. There are two main objectives to the programme. The first is to improve the streetlighting on City streets in built up areas where existing lighting was less than 50 per cent of that required by City standards. Secondly in order to upgrade existing lighting standards and decrease energy consumption the City's 6000 incandescent streetlights were to be replaced with high pressure sodium lights.

To complete the upgrading of streetlighting on major roads within the built up areas in the City will cost in the order of 2.5 million dollars.

To complete the retrofitting programme will cost approximately 1.5 million dollars. For 1983 \$325,000 has been allocated for the Streetlights programme.

Since 1978, 1800 new streetlights have been installed but due to the installation of high pressure sodium lights, the City's energy consumption has not increased since that time.



ENGINEERING WORKS & BLDG. DEPT.		
RECEIVED FILE		
JAN 12 1983		
From To	Initials	Date
W.P.T.		
cc John	glt	

January 11, 1983

Mr. W.P. Taylor, P. Eng.
City of Mississauga
1 City Centre Drive
Mississauga, Ont.

Dear Sir:

Re : Loyalist Creek
Master Drainage Plan

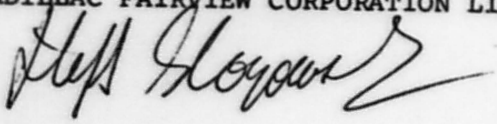
Thank you for the opportunity to review the proposals contained in your draft report re the Loyalist Creek Master Drainage Plan, as discussed at our meeting with representatives of the MTC on January 7, 1983.

We would confirm that we are in accordance with all of the technical aspects of the report. However, with respect to the payment of the John Doe major watercourse improvement levy, you will recall that this is not consistent with our existing Development Agreement with the City. We would expect to contribute to the costs of drainage works both within and downstream of our lands, in accordance with the terms of that agreement. We would be pleased to meet with you in this regard.

As well, you will recall the letter from Proctor & Redfern Limited dated November 16, 1982, wherein it was indicated that we expect to be compensated by MTC for the use of excess capacity in the Glen Erin Brook System provided by The Cadillac Fairview Corporation Limited.

Yours truly,

THE CADILLAC FAIRVIEW CORPORATION LIMITED


Stephen M. Glogowski, P. Eng.
Manager
Land Development

cc: Mr. Nat Sen, P. Eng.
cc: Proctor & Redfern Limited

The Cadillac Fairview Corporation Limited
1200 Sheppard Ave. East, Willowdale (Toronto), Ontario M2K 2R8 (416) 494-7111



January 19, 1983

Mr. Brian Fleming
Director of Education
Dufferin-Peel Separate School Board
100 Dundas Street West
Mississauga, Ontario
L5B 1H6

Dear Mr. Fleming:

We have been requested by Council to contact all Senior Public, Secondary and Separate schools in the City of Mississauga to see if any of their students would be willing to shovel snow for Senior Citizens and/or handicapped residents who might require assistance.

A list of any students interested would be compiled and the existence of this list would be publicised.

As is policy, we are requesting your permission to distribute the accompanying letter to your school principals through your courier system.

Should you have any questions, please feel free to contact me at 279-7600, ext. 557.

Thank you for your time and co-operation.

Yours truly,

Jim Hoshko
Co-ordinator, Public Relations

JH/br
Encl.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7600



January 19, 1983

Mr. John Fraser
Director of Education
Peel Board of Education
73 King Street West
Mississauga, Ontario
L5B 1H5

Dear Mr. Fraser:

We have been requested by Council to contact all Senior Public, Secondary and Separate schools in the City of Mississauga to see if any of their students would be willing to shovel snow for Senior Citizens and/or handicapped residents who might require assistance.

A list of any students interested would be compiled and the existence of this list would be publicised.

As is policy, we are requesting your permission to distribute the accompanying letter to your school principals through your courier system.

Should you have any questions, please feel free to contact me at 279-7600, ext. 557.

Thank you for your time and co-operation.

Yours truly,

Jim Hoshko
Co-ordinator, Public Relations

JH/br
Encl.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7600



January 19, 1983

To: Principals of Senior Public,
Secondary and Separate Schools

Dear Principals:

We have been requested by City Council to contact all Senior Public, Secondary and Separate Schools in the City to see if any of your students would be willing to shovel snow for Senior Citizens and/or handicapped residents.

A list of willing students will be compiled and the existence of the list would be publicised through seniors and handicapped groups. Anyone who wished to make use of this service, will contact their local councillor who will put them in contact with someone on the list.

They would then make their own arrangements in terms of time, remuneration etc.

Appended is a form which should simplify the compiling of the list. Should you have any questions or comments, please feel free to contact me at 279-7600, ext. 557.

Thank you for your time and consideration.

Yours truly,

Jim Hoshko
Co-ordinator, Public Relations

JH/br
Encl.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7600

SNOW SHOVELLING PROGRAMME

SCHOOL: _____

Return to: J. Hoshko
Co-ordinator
1 City Centre Dr.
Mississauga, Ont.
L5B 1M2

NAME	ADDRESS	TELEPHONE NO.

CITY OF MISSISSAUGA

MINUTES

MEETING #1

NAME OF COMMITTEE: PUBLIC WORKS
DATE OF MEETING: Thursday, January 20, 1983
PLACE OF MEETING: Committee Room 'A' 9:30 a.m.
MEMBERS PRESENT: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor R. Skjarum (left 10:45 a.m.)
Mr. J. C. Saddington
Mr. D. A. Strutt
MEMBERS ABSENT: Councillor M. Marland
Mr. W. Schofield
ALSO PRESENT: Mr. S. Glogowski, Cadillac-Fairview
Corporation (re item 3)
Mr. T. Goddard, Proctor and Redfern(re
item 3)
STAFF PRESENT: Mr. E. M. Halliday, City Manager
Mr. W. P. Taylor, Commissioner of
Engineering and Works
Mr. A. McDonald, Director, Maintenance
Engineering
Mrs. C. Dodds, Committee Co-ordinator

NOTE: Apologies for absence were received from Mr. W. Schofield

MATTERS CONSIDERED:

1. Councillor D. Culham was appointed Chairman and Mr. J. Rogers was appointed Vice-Chairman of the Public Works Committee to serve for a term expiring on May 31, 1984.

Councillor Culham welcomed the new citizen members to the Committee and suggested that in future, the Public Works Committee meet at 9:00 a.m. rather than at 9:30 a.m.

File: A.03.04.06

See Recommendation #1 (D. Cook)
See Recommendation #2 (J. Rogers)

January 20, 1983

2. The Public Works Committee, at its meeting on December 16, 1982, considered a report dated November 19, 1982 from the Commissioner of Engineering and Works regarding the naming of streets within the Mississauga City Centre Secondary Plan.

Council, at its meeting on January 10, 1983, adopted the following recommendation, as amended by General Committee at its meeting on January 5, 1982:

- (a) That the streets contained within the Mississauga City Secondary Plan, as outlined in Sketch 'A' attached to a report dated November 19, 1982 from the Commissioner of Engineering and Works, numbered Streets 1 to 9, be named as follows, with the exception of Street 3 (Elora Drive):

Street 1 -	Rathburn Road West
Street 2 -	Confederation Parkway
Street 4 -	Webb Drive
Street 5 -	Yarmouth Drive
Street 6 -	City Centre Drive
Street 7 -	City Centre Drive (existing)
Street 8 -	City Centre Drive
Street 9 -	Robert Speck Parkway West

- (b) That a Sub-Committee of the Public Works Committee be appointed composed of 2 Council representatives on the Public Works Committee, 1 citizen representative on the Public Works Committee, a representative from the Planning Department and Mr. Patrick Davies, Drafting Supervisor, Engineering and Works Department, to make recommendations to the Public Works Committee on the naming of the streets contained within the Mississauga City Secondary Plan as outlined in Sketch 'B' attached to the report dated November 19, 1982 from the Commissioner of Engineering and Works, and numbered Streets 10 to 18 inclusive.

- (c) That the Sub-Committee mentioned in Part (b) above consider the naming of Street 3 in the Mississauga City Secondary Plan as outlined in Sketch 'A' attached to the report dated November 19, 1982, from the Commissioner of Engineering and Works.

The Committee also received a memorandum dated January 17, 1983 from Mr. R. G. B. Edmunds, Commissioner of Planning, advising that he would represent the Planning Department on the Sub-Committee.

January 20, 1983

ITEM 2 CONTINUED...

It was moved by Councillor Cook that the composition of the Sub-Committee appointed to make recommendations on the naming of the streets contained within the Mississauga City Secondary Plan, be as follows:

Councillor M. Marland
Councillor R. Skjarum
Mr. J. Rogers
Mr. R. G. B. Edmunds, Commissioner of Planning
Mr. P. Davies, Drafting Supervisor, Engineering and Works Department

File: F.02.07

See Recommendation #3 (D. Cook)

3. Memorandum dated January 3, 1983 from Councillor D. Culham in which he suggested that the Credit Valley Conservation Authority and the staff of the Engineering and Works Department report to the Public Works Committee on the Loyalist Creek Flood Water Analysis as quickly as possible.

Attached to the agenda was a report dated December 30, 1982, from the Commissioner of Engineering and Works outlining a Master Drainage Plan for the Loyalist Creek, which is currently experiencing flooding and erosion problems.

In his report, Mr. Taylor dealt with the Loyalist Creek drainage area under existing development conditions, under ultimate development conditions, the Sheridan Creek Diversion, and finally, the effects of the Highway 403/407 interchange proposed by the Ministry of Transportation and Communications on the Loyalist Creek Watershed.

Mr. Taylor recommended:

- (a) That the future diversion of storm drainage from the proposed M.T.C. Highway 403/407 interchange in the Loyalist Creek watershed including upstream lands totalling some 300 acres into the Glen Erin Brook storm sewer system be approved in principle, and the M.T.C. be so advised subject to:
 - (i) satisfactory implementation procedures being developed by the M.T.C. to limit flows into the Glen Erin Brook storm trunk sewer to levels acceptable to the Commissioner of Engineering and Works and the Credit Valley Conservation Authority.

January 20, 1983

ITEM 3 CONTINUED...

- (ii) The M.T.C. entering into an agreement with the City of Mississauga for the construction and maintenance of the Highway 403/407 storm diversion sewer at the M.T.C. cost including interchange detention ponds, and further, to maintain storm water discharges into the Glen Erin Brook storm sewer to levels as contained in the agreement.
- (b) That lands lying in the Sheridan Creek watershed north of Dundas Street and comprising of approximately 150 acres be diverted into the Loyalist Creek subject to C.V.C.A. approval with the exception of approximately 20 acres of land lying in the north-west corner of Dundas Street and Winston Churchill Boulevard which cannot be physically diverted due to adverse grade conditions and must therefore continue to drain to the Sheridan Creek.
- (c) That the Town of Oakville be advised that storm drainage flows from future development comprising of approximately 20 acres in the Sheridan Creek watershed and located at the south-west corner of Dundas Street and Winston Churchill Boulevard cannot be accommodated in the existing City of Mississauga storm sewer located at Hornsgate Drive and therefore, an alternate storm outlet arrangement must be made by the Town of Oakville.
- (d) That the application of storm water management techniques, in areas of the Western Business Park and West Erin Mills Districts draining to the Loyalist Creek, to attenuate post development drainage flows to pre-development levels for storm frequencies up to the 100 year level be encouraged and approved in principle subject to:
 - (i) implementation procedures being developed, satisfactory to the Commissioner of Engineering and Works, by the developers prior to registration of plans of subdivision and,
 - (ii) further that all developers be required to pay the normal John Doe major watercourse improvement levy for all development draining into the Loyalist Creek.
 - (iii) In addition, that the conditions contained in this item apply to the lands referred to in item (b) above.

January 20, 1983

ITEM 3 CONTINUED...

- (e) That the Region of Peel be requested to replace the Queensway West culvert on the Loyalist Creek in 1984 and the Erin Mills Parkway culvert in 1985 including related channel works to provide regional storm protection from flood spills to adjacent areas.
- (f) That the City of Mississauga Engineering and Works Department, together with the C.V.C.A., undertake the berming works on the Loyalist Creek north of Dundas Street to provide regional storm protection from flood spills.
- (g) That the City of Mississauga Engineering and Works Department, together with the C.V.C.A. undertake an on-going monitoring and erosion control programme on the Loyalist Creek from Dundas Street southerly to the Credit River to control existing and future bank erosion and carry out downstream improvements required to prevent flooding.

As an amendment to his recommendation, Mr. Taylor suggested that a system of credits be developed for major watercourse improvement works proposed to be undertaken by developers both upstream and downstream, said credits to be subject to Council approval prior to the execution of the Engineering and Financial Agreements for industrial development plans in Western Business Park. This amendment was made to allay the concerns of the development industry, particularly the Cadillac-Fairview Corporation who had requested a deputation before the Committee.

Councillor Cook questioned the effect the new Environmental Assessment Act would have on the works proposed and was advised by the Commissioner of Engineering and Works that the City's financial commitment would be below the requirements under the new Act, and the Credit Valley Conservation Authority was exempt from its provisions.

Councillor Culham suggested that the City of Mississauga should try to ensure that the implementation of the new Act does not create delays in capital expenditure projects costing in excess of \$1,000,000.

Mr. S. M. Glogowski, Land Development Manager of the Cadillac-Fairview Corporation and Mr. Ted Goddard of Proctor and Redfern appeared before the Committee. At this time, a copy of a letter dated January 11, 1983 from Mr. Glogowski was circulated to the Members. Mr. Glogowski reiterated the statements in his letter of January 11, 1983 to the effect that his company was in agreement with the technical aspects of the report submitted by the

January 20, 1983

ITEM 3 CONTINUED...

Commissioner of Engineering and Works and the recommendations as amended. However, his company wished it recorded that their existing development agreement, covering all of the Cadillac-Fairview lands in Mississauga, is still in effect. Council had passed a Resolution to the effect that if matters were not resolved prior to the commencement of development under the existing agreement, the requirements of the John Doe agreement would apply. However, this point has not been reached.

He further drew the Committee's attention to the fact that the proposals outlined in Mr. Taylor's report relied on the use of the Glen Erin Brook trunk storm sewer which had been constructed and oversized by Cadillac-Fairview many years ago. He explained that this had been done by Cadillac-Fairview to accommodate stream diversions in the upper regions. He felt that this evinced his company's good faith and commitment to the community, and they wished to go on record as being in agreement with the Ministry of Transportation and Communications solution and the diversion of drainage to the Glen Erin Brook trunk storm sewer.

Councillor Culham pointed out that the oversizing of the Glen Erin trunk storm sewer had also been done to accommodate the development of Cadillac-Fairview owned lands west of Winston Churchill Boulevard. While he felt that the City did appreciate the far sightedness of the original principals of Cadillac-Fairview and their feelings of responsibility towards the community, he deeply regretted the apparent reversal of this policy by the present principals of the company as exhibited in their recent applications to the Ontario Municipal Board. He asked Mr. Glogowski to convey his feelings back to the Company.

Mr. Rogers suggested that the credit system should be considered on an individual basis and be negotiated and included in the development and financial agreements.

File: J.05.01

See Recommendation #4 (J. Rogers)

4. The 1983 to 1987 Capital Works Budget was considered with the next item, the Summary of Capital Works Budgets for the years 1978 to 1982.

File: J.05.01

January 20, 1983

5. The Committee considered the 1983 to 1987 Capital Budget Summary and a report dated January 18, 1983, from the Commissioner of Engineering and Works, with respect to the Capital Budget 1978 to 1982, which was distributed at the meeting.

Councillor Culham drew the Committee's attention to the trend of reducing major road works in favour of increasing projects on local roads. He complimented the staff on their implementation of the road maintenance programme.

The City Manager advised that the Capital Budgets would be submitted to Council on January 26, 1983, and while he approved the Engineering and Works Budget, there was a possibility that reduction might have to be made to accommodate necessary capital expenses in other departments. He cautioned that a 5% budget increase would mean a reduction of service and every effort was being made to keep an even balance between road maintenance in the Current Budget and new construction in the Capital Budget.

Councillor Culham suggested that the Committee Members review the Capital Budget Summary and forward any concerns they might have to the staff for consideration and comment.

Councillor Cook moved receipt of the 1983 to 1987 Capital Budget Summary and the report dated January 18, 1983 from the the Commissioner of Engineering and Works.

File: J.05.01

See Recommendation #5 (D. Cook)

RECEIVED

6. The Commissioner of Engineering and Works reviewed the tenders received for the computerized traffic signals and the financial implications of the various options included in the tender. Mr. Taylor advised that his Department's studies would be completed and a recommendation prepared for the consideration of General Committee on February 2, 1983.

It was moved by Councillor Cook that the verbal report be received and a special meeting of the Committee be called for Friday, January 28, 1983 at 8:30 a.m. to review the staff comments prior to their submission to General Committee.

File: J.05.82043

See Recommendation #6 (D. Cook)

RECEIVED

January 20, 1983

7. As an additional item, the Committee received a report dated January 19, 1983 from the Commissioner of Engineering and Works on the provision of central air conditioners in units located on lots affected by arterial roadways, railways or other major noise sources.

Mr. Taylor advised the Committee that developers, builders and homeowners are objecting to the mandatory provision of central air conditioning since it increases the initial cost of a house by \$1,500 to \$1,800; increases the energy consumption, and increases the assessment on the lands. As an alternative, it had been suggested that central air conditioning be not forced on prospective purchasers at the outset, but that the duct work of the unit be sized to accommodate future installation. Warning clauses would be required in both the Purchase and Sale Agreements and on the title of the lands through the registration of the Financial Agreement.

Since it was felt that a policy should be adopted in this regard, Mr. Taylor recommended:

- (a) That central air conditioning or mechanical ventilation systems not be required in the future Servicing Agreements for lots in plans abutting a major noise source.
- (b) That in lieu of the provision of central air conditioning, the developer of plans immediately abutting a major noise source, where no Servicing Agreement or Engineering Agreement has been executed, be required to ensure:
 - (i) that the duct work in units to be located on lands immediately abutting a major noise source be of a size capable of accommodating a future installation of a central air conditioner to the approval of the Commissioner of Building.
 - (ii) that clauses satisfactory to the City Solicitor be incorporated into the registered Financial Agreement for the development which would advise owners that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, and that the provision of central air conditioning or alternative is the sole responsibility of the owner, and that no demands are to be made of the City or Region for the provision of further noise attenuation works.

January 20, 1983

ITEM 7 CONTINUED...

(iii) That clauses satisfactory to the City Solicitor be incorporated into the appropriate Purchase and Sale Agreements with the prospective homeowners which would advise owners of the contents of the noise warning clauses in the Financial Agreement registered on the title of their lands.

(c) That in subdivisions where central air conditioning or a mechanical ventilation system is required by an executed Servicing or Engineering Agreement, the general principle be adopted that a developer will be permitted to delete this requirement upon execution of a registerable Agreement between the prospective homeowner and the City wherein the homeowner acknowledges that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, that the provision of central air conditioning or alternative is the sole responsibility of the owners, and that no demands are to be made of the City or the Region for the provision of further noise attenuation works. This agreement is to be registered by the City at the cost of the developer once the title of the concerned lot has been transferred to the prospective homeowner.

(d) That the Region of Peel be advised of this policy.

Files: A.00.02.01 See Recommendation #7 (J. Rogers)
 L.07.03.01

8. Summary of Unfinished Business relating to the Public Works Committee as of January 20, 1983.

File: A.03.04.06 See Recommendation #8 (D. Cook)

RECEIVED

9. For their information only, the Committee Members received a copy of the Press Release issued on the Streetlight Upgrading Programme and a copy of the letter being sent to the two School Boards requesting the names of students who would be prepared to shovel snow for elderly or handicapped residents.

January 20, 1983

ITEM 9 CONTINUED...

The Committee Co-ordinator was directed to furnish the new citizen members with a copy of the decisions from the previous Public Works Committee meeting which initiated these two matters.

Files: J.04.02
J.05.01

RECOMMENDATIONS: As per Report No. 1-83

ADJOURNMENT: 11:30 a.m.

Christine M. Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR
0016C/68C

REPORT NO. 1-83

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its first report and recommends:

1. That Councillor D. Culham be appointed Chairman and Mr. J. Rogers be appointed Vice-Chairman of the Public Works Committee until May 31st, 1984.
(38-1-83) A.03.04.06
2. That the Public Works Committee meet at 9:00 a.m. instead of 9:30 a.m. on the third Thursday of each month.
(38-2-83) A.03.04.06
3. That the Sub-Committee of the Public Works Committee, appointed to make recommendations to the Public Works Committee on the naming of the streets contained within the Mississauga City Secondary Plan, be composed of the following:
Councillor M. Marland
Councillor R. Skjarum
Mr. J. Rogers
Mr. R. G. B. Edmunds, Commissioner of Planning
Mr. P. Davies, Drafting Supervisor, Engineering and Works Department
(38-3-83) F.02.07
4. (a) That the future diversion of storm drainage from the proposed M.T.C. Highway 403/407 interchange in the Loyalist Creek watershed including upstream lands totalling some 300 acres into the Glen Erin Brook storm sewer system be approved in principle, and the M.T.C. be so advised subject to:

January 20, 1983

ITEM 4 CONTINUED...

- (i) satisfactory implementation procedures being developed by the M.T.C. to limit flows into the Glen Erin Brook storm trunk sewer to levels acceptable to the Commissioner of Engineering and Works and the Credit Valley Conservation Authority.
 - (ii) The M.T.C. entering into an agreement with the City of Mississauga for the construction and maintenance of the Highway 403/407 storm diversion sewer at the M.T.C. cost including interchange detention ponds, and further, to maintain storm water discharges into the Glen Erin Brook storm sewer to levels as contained in the agreement.
- (b) That lands lying in the Sheridan Creek watershed north of Dundas Street and comprising of approximately 150 acres be diverted into the Loyalist Creek subject to C.V.C.A. approval with the exception of approximately 20 acres of land lying in the north-west corner of Dundas Street and Winston Churchill Boulevard which cannot be physically diverted due to adverse grade conditions and must therefore continue to drain to the Sheridan Creek.
- (c) That the Town of Oakville be advised that storm drainage flows from future development comprising of approximately 20 acres in the Sheridan Creek watershed and located at the south-west corner of Dundas Street and Winston Churchill Boulevard cannot be accommodated in the existing City of Mississauga storm sewer located at Hornsgate Drive and therefore, an alternate storm outlet arrangement must be made by the Town of Oakville.
- (d) That the application of storm water management techniques, in areas of the Western Business Park and West Erin Mills Districts draining to the Loyalist Creek, to attenuate post development drainage flows to pre-development levels for storm frequencies up to the 100 year level be encouraged and approved in principle subject to:
 - (i) implementation procedures being developed, satisfactory to the Commissioner of Engineering and Works, by the developers prior to registration of plans of subdivision and,

ITEM 4 CONTINUED...

- (ii) further that all developers be required to pay the normal John Doe major watercourse improvement levy for all development draining into the Loyalist Creek but that credits be considered for major watercourse improvement works proposed to be undertaken by developers both upstream and downstream, with any such credits to be approved by Council prior to the execution of the Engineering and Financial Agreements for industrial development plans in Western Business Park, located west of Winston Churchill Boulevard and east of Highway 403 in the vicinity of Dundas Street.
- (iii) In addition, that the conditions contained in (ii) apply to the lands referred to in item (b) above.
- (e) That the Region of Peel be requested to replace the Queensway West culvert on the Loyalist Creek in 1984 and the Erin Mills Parkway culvert in 1985 including related channel works to provide regional storm protection from flood spills to adjacent areas.
- (f) That the City of Mississauga Engineering and Works Department, together with the C.V.C.A., undertake the berming works on the Loyalist Creek north of Dundas Street to provide regional storm protection from flood spills.
- (g) That the City of Mississauga Engineering and Works Department, together with the C.V.C.A. undertake an on-going monitoring and erosion control programme on the Loyalist Creek from Dundas Street southerly to the Credit River to control existing and future bank erosion and carry out downstream improvements required to prevent flooding.

(38-4-83) J.05.01

- 5. That the 1983 - 1987 Capital Budget Summary and the report dated January 18, 1983, with respect to the Capital Budget 1978 to 1982 submitted by the Commissioner of Engineering and Works at the Public Works Committee Meeting held on January 20, 1983, be received.

(38-5-83) J.05.01

January 20, 1983

6. (a) That the verbal report by the Commissioner of Engineering and Works to the Public Works Committee on January 20, 1983 on the tenders received for the computerized traffic signals, be received.
- (b) That a Special Meeting of the Public Works Committee be held on Friday, January 28, 1983 at 8:30 a.m. to consider the staff recommendations on the award of the tender.

(38-6-83) J.05.82043

7. (a) That the following policy be adopted with respect to the provision of central air conditioning or mechanical ventilation systems in residential buildings in plans of subdivision abutting a major noise source:

- (i) That central air conditioning or mechanical ventilation systems not be required in the future Servicing Agreements for lots in plans abutting a major noise source.

- (ii) That in lieu of the provision of central air conditioning, the developer of plans immediately abutting a major noise source, where no Servicing Agreement or Engineering Agreement has been executed, be required to ensure:

-that the duct work in units to be located on lands immediately abutting a major noise source be of a size capable of accommodating a future installation of a central air conditioner to the approval of the Commissioner of Building.

-that clauses satisfactory to the City Solicitor be incorporated into the registered Financial Agreement for the development which would advise owners that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, and that the provision of central air conditioning or alternative is the sole responsibility of the owner, and that no demands are to be made of the City or Region for the provision of further noise attenuation works.

January 20, 1983

ITEM 7 CONTINUED...

(iii) That clauses satisfactory to the City Solicitor be incorporated into the appropriate purchase and sale agreements with the prospective homeowners which would advise owners of the contents of the noise warning clauses in the Financial Agreement registered on the title of their lands.

(iv) That in subdivisions where central air conditioning or a mechanical ventilation system is required by an executed Servicing or Engineering Agreement, the general principle be adopted that a developer will be permitted to delete this requirement upon execution of a registerable Agreement between the prospective homeowner and the City wherein the homeowner acknowledges that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, that the provision of central air conditioning or alternative is the sole responsibility of the owners, and that no demands are to be made of the City or the Region for the provision of further noise attenuation works. This agreement is to be registered by the City at the cost of the developer once the title of the concerned lot has been transferred to the prospective homeowner.

(b) That a copy of this policy be forwarded to the Region of Peel.

(38-7-83) A.00.02.01
L.07.03.01

8. That the Summary of Unfinished Business relating to the Public Works Committee as of January 20, 1983, be received.

(38-8-83) A.03.04.06



City of Mississauga

MEMORANDUM

RECEIVED

FILES: 11 141 00039
17 111 82126

To Chairman and Members REGISTRY No. 1021 From William P. Taylor, P.Eng.
Dept. Public Works Committee DATE JAN 26 1983 Dept. Engineering and Works
P. W. DATE Jan. 28/83 FILE No. JOS 82042
CLERK'S DEPARTMENT

January 24, 1983.

SUBJECT: Tender for the City of Mississauga Computerized Traffic Control System - Systems Portion
1982-1984 Capital Budget
P.N. 17 111 82126

ORIGIN: Engineering and Works Department.

COMMENTS: Council at its meeting of November 1, 1982, approved the procedures for the calling and evaluation of the tenders for the implementation of a computerized traffic control system for the City of Mississauga. Two of these particular recommendations adopted by Council at that time were as follows:

1. That the Technical Steering Committee be authorized to evaluate the "UNCOSTED PROPOSALS" and prequalify the bidders for the "COSTED PROPOSALS". Only tenders from prequalified bidders will be received and opened at the tender opening.
2. The tenders received will be evaluated on the basis of capital costs, annual operating costs and expansion costs, and this criteria will form the basis for the recommendation of award to Council.

UNCOSTED DESIGN PROPOSALS

The System Design specifications for the Computerized Traffic Control System were released on September 29, 1982. A bidder's conference was held on October 15, 1982 for the purpose of disseminating general information concerning the specifications to potential bidders and to answer questions that the potential bidders had in relation to the specifications.

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January 24, 1982.

Chairman and Members
of Public Works Committee

COMMENTS: (cont'd.)

Five uncosted design proposals were received on November 19, 1982 from the following companies:

- Eagle Signal Controls - Austin, Texas
- Canadian General Electric Company Ltd. - Toronto, Ont.
- Guild Electric Limited - Willowdale, Ontario
(in conjunction with Computran Systems Corp
- Hackensack, New Jersey)
- Multisonics Incorporated - Dublin, California
- Niart Electrical & Consultants Ltd. - St. Albert, Alta.

Each of the uncosted design proposals were reviewed in detail by a technical working committee comprised of staff from the City's consultant (DelCan), the City, the Region of Peel and the Ministry of Transportation and Communications. During the week of December 1 - 8, 1982, interviews were held separately with each of the companies who submitted design proposals. These interviews were comprised of a detailed review of the design proposal with the companies' technical representatives.

As a result of this review process, all five of the above companies were prequalified to submit costed tenders. Each company received a Statement of Acceptability related to their system as well as a specifications addendum related to the City's functional design specifications.

SUBMISSION OF COSTED TENDERS

Tenders were received by the City until 14:00 hours, January 11, 1983. Four tenders were received and opened at 14:30 hours on January 11, 1983 in Committee Room 'A' at City Hall. The tenders received were as follows:

- | | |
|-----------------------------------|--------------|
| 1. Guild Electric Ltd. | \$ 2,091,548 |
| 2. Multisonics Inc. | \$ 2,196,426 |
| 3. Canadian General Electric Ltd. | \$ 2,232,433 |
| 4. Eagle Signal Controls | NO BID |

The prices outlined above were for the basic system. Included in the tender were prices for four (4) optional items, any or none of which could be purchased by the City at this time. It was mandatory for the tenderers to submit prices on Options 1, 2 and 3. The price for Option 4 was requested but not compulsory due to the fact that all bidders could not provide a Digital Parameter Display.

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January 24, 1982.

Chairman and Members
of Public Works Committee

COMMENTS: (cont'd.)

The four options are briefly described as follows:

Option 1 - System Master Communications for 150 Additional Traffic Signals

The basic tender specifies master communication to control 350 traffic signals which is the five year projection for the number of traffic signals within the City of Mississauga. Additional system master communications equipment will be required when the system expands over the 350 traffic signals. This optional item provides the system master communications for an additional 150 traffic signals and brings the master site communications up to the ultimate system capacity of 500 traffic signals.

Option 2 - Communications Interface and Control Units (C.I.C.U.) for Additional 150 Traffic Signals

As indicated above, the initial tender specified an initial capacity of 350 traffic signals with an ultimate capacity of 500 traffic signals. This optional item is for the additional 150 C.I.C.U.'s to control the ultimate capacity of the system. These units are the field end of the communications system.

Option 3 - Tape Unit

This optional item is for a magnetic tape unit and is needed for the purpose of data storage, off line processing, and transfer of data between the Traffic Control Computer and the existing City computers.

Option 4 - Digital Parameter Display

This option provides a simplified means of indicating system component failures and system operating parameters. This is a desirable feature and would supplement the map display and the terminals.

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January 24, 1982.

Chairman and Members
of Public Works Committee

COMMENTS: (cont'd.)

<u>OPTION</u>	<u>GUILD ELECTRIC</u>	<u>MULTISONICS</u>	<u>C.G.E.</u>
1. System Master Communications for additional 150 signals	11,296	112,800	27,990
2. Communications Interface & Control Unit for additional 150 signals	267,750	257,400*	300,000
3. Tape Unit	39,140	24,900	38,586
4. Digital Parameter Display	16,265	NO BID	12,066

*Multisonics quoted on 2 C.I.C.U. models depending upon controller to be controlled. Price based on the purchase of 100 units at \$1,485 each and 50 units at \$2,232 each.

It is recommended that the following optional items be purchased by the City at this time:

Option 1 - System Master Communications

It is recommended that the additional system master communication capacity of 150 traffic signals be purchased at this time. This will provide the system master with the ultimate 500 traffic signal capacity. Expansion of the System Master Communications will be required in approximately five years when the basic 350 traffic signal capacity is used up. It is felt that the price is extremely good.

Option 3 - Tape Unit

As indicated previously, the tape unit is used for data storage, off-line processing and data transfer. It is not essential for the operation of the system; it is however recommended as it will expand the versatility and capabilities of the system and it is felt that the price bid at this time is extremely good.

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January 24, 1982.

Chairman and Members
of Public Works Committee

COMMENTS: (cont'd.)

Option 4 - Digital Parameter Display

The Digital Parameter Display provides a simplified means of indicating system failures and system operating parameters. This is a desirable feature and would supplement the map display and the terminals. It is felt that this feature will prove extremely useful both as an engineering tool and as a public relations tool in demonstrating the operation of the system. It is recommended that this item be purchased at this time and it is felt that the price offered is good.

It is not recommended that the additional Communications Interface and Control Units (C.I.C.U.) be purchased at this time. It is felt that there is limited operating efficiency of this equipment beyond a shelf life of five years. It is anticipated that additional field C.I.C.U.'s would not be required for five years.

The Capital costs including the recommended options (1, 3 and 4) are as follows:

Guild Electric Ltd.	\$2,158,249.00
Canadian General Electric Co. Ltd.	\$2,311,075.00
Multisonics Incorporated	\$2,334,126.00*

*does not include option no. 4 - Digital Parameter Display as no bid was submitted.

EVALUATION OF COSTED TENDERS

The bidders were required to submit with their tenders a statement of compliance with the modifications requested to the design proposal. The requested changes were outlined in the specifications addendum and in each bidder's Statement of Acceptability.

Both Multisonics Inc. and Canadian General Electric Co. Ltd. indicated that the requested changes would be made and that all the requirements contained in the specifications, specification addendum and their respective Statement of Acceptability would be met.

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January 24, 1982.

Chairman and Members
of Public Works Committee

COMMENTS: (cont'd.)

Guild Electric Ltd. submitted with their tender documents a statement entitled "Clarification of the Prices Tendered" identifying conditions under which their costed bid was to be received by the City.

The qualifications placed in the Guild Electric Ltd. tender constitute a conditional bid which is contrary to the tender documents. The conditions contained therein are unacceptable and therefore, it is recommended that this tender be rejected.

Notwithstanding the foregoing, the costed tenders submitted by all three companies were evaluated to determine the lowest Life Cycle cost in accordance with the procedure approved by Council at its meeting of November 1, 1982.

The Life Cycle cost is defined as the Capital costs (basic tender plus options 1 and 3) plus the annual operating costs (Bell service charges, computer maintenance charges) and the expansion costs (purchase of additional controllers for installation during the life of this contract, purchase of additional C.I.C.U.'s over the system design life to the ultimate capacity of 500 traffic signals, Bell hook-up charges for the additional traffic signals to be hooked up over the design life of the system up to the ultimate capacity of 500 traffic signals).

The annual operating and expansion costs were calculated based on the 15 year design life of the system and expressed as a present value.

Present value calculations are used to compare a series of estimated disbursements made over a number of years by expressing them as a single payment in the base year. For the purposes of the bid evaluation, the base year was 1984. The discount rate used in the present value calculations was 10% which is recommended by the Federal Treasury Board. The sensitivity of the discount rate in the calculation was tested by calculating Life Cycle costs using 5% and 15% discount rates. The varying of the discount rate did not change the outcome of the analysis. In each of the three cases (i.e. discount rate at 5, 10 and 15 percent), Canadian General Electric Co. Ltd. had the lowest Life Cycle cost of the three companies respective systems.

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January 24, 1982.

Chairman and Members
of Public Works Committee

COMMENTS: (cont'd.)

BID EVALUATION SUMMARY

Company	Capital Costs*	Expansion Costs		Operating Costs		Total Life Cycle Costs
	(Basic + Options 1&3)	15 Year Total Actual	10% Present Value	15 Yr Total (Actual)	10% Present Value	10% Present Value
	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Columns 1+3+5 =
C.G.E.	2,299,009	571,394	400,733	2,163,115	1,027,263	3,727,005
Guild Elec.	2,141,984	488,945	328,635	3,403,803	1,615,988	4,086,607
Multisonics	2,334,126	466,340	325,165	3,336,029	1,583,567	4,242,858

*Option 4 was not included in this analysis

The large difference in the operating costs outlined in the above table is due to the Bell Canada charges associated with the different systems. The total communication costs (Bell Canada) for the Canadian General Electric Co. Ltd. system would be approximately \$70,000 less (in the first year of system operation) than either the Multisonics or Guild Electric Systems. This cost difference is expected to rise to approximately \$120,000 at the end of the design life of the system assuming no increase in Bell charges.

From the foregoing, it is concluded that Canadian General Electric Co. Ltd. is the overall low bidder and accordingly is being recommended for award of this tender.

This tender is for the system (computer, communication devices, software, etc.) portion of the work. The following table outlines the additional works required and gives the total estimated project costs:

Total Capital Cost for the system including options 1, 3 and 4 based on award of tender to Canadian General Electric	\$2,311,075.00
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January 24, 1982.

Chairman and Members
of Public Works Committee

COMMENTS:

(cont'd.)

Additional controllers in cabinets (23 to be cost shared between City and Region) for new installations in 1983 and 1984	\$ 200,330.00
Contract for field modifications (to be tendered in March 1983)	\$ 650,000.00
Bell Canada Costs (estimated)	\$ 300,000.00
Construction of Control Centre (estimated)	\$ 50,000.00
Engineering, design, supervision and contingencies	\$ 650,000.00
	<u>\$4,161,405.00*</u>
*say \$4,200,000.00	

Based on the above total project costs, the cost
distribution between the participating jurisdictions would
be as follows:

	GROSS	NET (AFTER SUBSIDY)
City of Mississauga	\$2,160,000.00	\$1,080,000.00
Region of Peel	\$1,440,000.00	\$ 720,000.00
M.T.C. Kings Highway	\$ 600,000.00	\$ 600,000.00
M.T.C. Subsidy	\$1,800,000.00	<u>\$1,800,000.00</u>
		<u>\$4,200,000.00</u>

Funds are presently allocated in the City's 1982-84 Capital
Budget as follows:

	<u>1982</u>	<u>1983</u>	<u>1984</u>
Gross:	\$750,000	\$800,000	\$750,000
Net:	\$375,000	\$400,000	\$375,000

Combining the above results is a total budget of:
- \$2,300,000.00 gross dollars
- \$1,150,000.00 net City dollars

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January 24, 1982.

Chairman and Members
of Public Works Committee

COMMENTS: (cont'd.)

As indicated previously, the funds required for the City's share is \$2,160,000 gross or \$1,080,000.00 net. It would, therefore, be in order to reduce the funds provided in the 1984 Capital Budget by \$140,000.00 gross (\$70,000.00 net).

Council will also have to approve the funds in the 1983 and 1984 Capital budgets in order to award the tender. The revised funding that should be approved is, therefore, as follows:

	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>Total</u>
Gross:	\$750,000	\$800,000	\$610,000	\$2,160,000
Net:	\$375,000	\$400,000	\$305,000	\$1,080,000

The balance of the required funding for this project will come from the Region of Peel and the Ministry of Transportation and Communications.

- RECOMMENDATIONS:
1. That funds in the amount of \$800,000.00 Gross, \$400,000 Net, be approved in the 1983 Capital Budget and funds in the amount of \$610,000 Gross, \$305,000.00 Net be approved in the 1984 Capital Budget for the Computerization of Traffic Signals within the City of Mississauga.
 2. That the contract for the systems portion of the Computerized Traffic Control System (P.N. 17 111 82126) be awarded to Canadian General Electric Co. Ltd. including options 1, 3 and 4, being the lowest tender based on Life Cycle costing at a total tender price of \$2,311,075.00.
 3. That the Regional Municipality of Peel be requested to approve the award of the tender to Canadian General Electric Co. Ltd. and to secure their share of the cost of the total project by means of the issuance of a Purchase Order to the City at an estimated cost of \$1,440,000.00.
 4. That the Ministry of Transportation and Communications approve the award of this tender to Canadian General Electric Co. Ltd. and enter into the necessary agreements with the City for the execution and cost sharing of the works.

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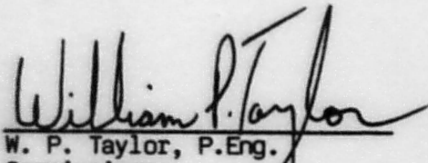
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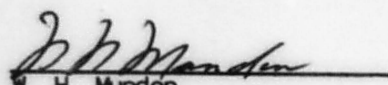
January 24, 1982.

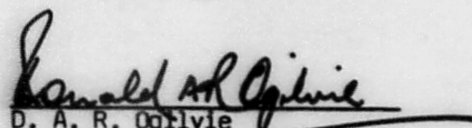
Chairman and Members
of Public Works Committee

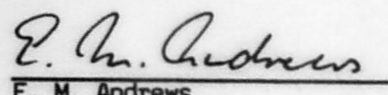
RECOMMENDATIONS: (cont'd.)

5. That the attached by-law to authorize execution of the contract for the computerization of traffic signals within the City of Mississauga be approved by Council and that the Mayor and Clerk be authorized to sign the contract after approval by Regional Council and the M.T.C.


W. P. Taylor, P.Eng.
Commissioner
Engineering and Works


W. H. Munden
City Treasurer


D. A. R. Ogilvie
Commissioner
Finance


E. M. Andrews
Director
Purchasing and Supply

JWT/cc
58E/7E

cc: E. M. Halliday
W. J. Anderson - Region of Peel
W. Osborn - M.T.C.
M. D. Harmelink - M.T.C.
J. Lam - DelCan



BY-LAW NUMBER _____

A By-Law to authorize execution of a contract for the City of Mississauga Computerized Traffic Control System - System Portion.

WHEREAS the Council of the Corporation of the City of Mississauga desires to award the tender for FILE REFERENCE 17 111 82126 to CANADIAN GENERAL ELECTRIC COMPANY LIMITED in the amount of Two Million Three Hundred and Eleven Thousand and Seventy-Five Dollars (\$2,311,075.00) for the municipal purposes above noted :

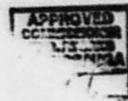
NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows :

1. THAT the tender for FILE REFERENCE 17 111 82126 be awarded to CANADIAN GENERAL ELECTRIC COMPANY LIMITED in the amount of Two Million Three Hundred and Eleven Thousand and Seventy-Five Dollars (\$2,311,075.00) this being the lowest tender, based on life cycle costs costing, received.
2. THAT the contract for FILE REFERENCE 17 111 82126 between the Corporation of the City of Mississauga and CANADIAN GENERAL ELECTRIC COMPANY LIMITED for the City of Mississauga Computerized Traffic Control System - System Portion, be executed by the Mayor and Clerk, and the Corporate Seal affixed thereto.

ENACTED AND PASSED this _____ day of _____ 1983



MAYOR



CLERK



BY-LAW NUMBER.....

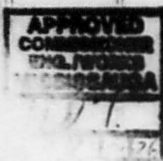
A By-Law to authorize execution of a contract for
the City of Mississauga Computerized Traffic
Control System - System Portion.

WHEREAS the Council of the Corporation of the City of Mississauga
desires to award the tender for FILE REFERENCE 17 111 82126 to CANADIAN GENERAL
ELECTRIC COMPANY LIMITED in the amount of Two Million Three Hundred and Eleven
Thousand and Seventy-Five Dollars (\$2,311,075.00) for the municipal purposes
above noted :

NOW THEREFORE the Council of the Corporation of the City of
Mississauga ENACTS as follows :

1. THAT the tender for FILE REFERENCE 17 111 82126 be awarded to
CANADIAN GENERAL ELECTRIC COMPANY LIMITED in the amount of Two
Million Three Hundred and Eleven Thousand and Seventy-Five
Dollars (\$2,311,075.00) this being the lowest tender, based on
life cycle costs costing, received.
2. THAT the contract for FILE REFERENCE 17 111 82126 between the
Corporation of the City of Mississauga and CANADIAN GENERAL
ELECTRIC COMPANY LIMITED for the City of Mississauga
Computerized Traffic Control System - System Portion, be
executed by the Mayor and Clerk, and the Corporate Seal
affixed thereto.

ENACTED AND PASSED this _____ day of _____ 1983



MAYOR

CLERK

CITY OF MISSISSAUGA

MINUTES

MEETING #2

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Friday, January 28, 1983

PLACE OF MEETING: Council Chambers 8:30 a.m.

MEMBERS PRESENT: Councillor D. Culham, Chairman
Councillor D. Cook
Councillor R. Skjarum (9:30 a.m.)
Mr. D. A. Strutt

MEMBERS ABSENT: Mr. J. Rogers, Vice-Chairman
Councillor M. Marland
Mr. J. C. Saddington
Mr. W. Schofield

ALSO PRESENT: Mayor H. McCallion (9:25 a.m.)
Councillor T. Southorn
(9:15 - 9:25 a.m.)

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of
Engineering and Works
Mr. A. McDonald, Director, Maintenance
Engineering
Mr. J. Thomas, Traffic and
Transportation Engineer
Mrs. C. Dodds, Committee Co-ordinator

MATTERS CONSIDERED:

1. Joint report dated January 24, 1983 from the Commissioner of Engineering and Works, City Treasurer, Commissioner of Finance and the Director of Purchasing and Supply regarding the tender for the City of Mississauga Computerized Traffic Control System - Systems Portion 1982 - 1984 Capital Budget.

On November 1, 1982, Council approved the procedures for the calling and evaluation of the tenders for the implementation of a computerized traffic control system for the City of Mississauga. Mr. Taylor reviewed the joint report which detailed the procedures followed, the prices received and described the additional four options on which prices had been sought.

January 28, 1983

ITEM 1 CONTINUED...

Four costed tenders on the basic system were received by the City of Mississauga on January 11, 1983 as follows:

Guild Electric Ltd.	\$ 2,091,548
Multisonics Inc.	2,196,426
Canadian General Electric Ltd.	2,232,433
Eagle Signal Controls	NO BID

In addition, included in the tender were prices on the following options:

- (1) Option 1 - System Master Communications for 150 additional traffic signals over and above the 350 included in the tender, to accommodate the ultimate system capacity. The System Master Communication interfaces with the traffic computer. This option was recommended.
- (2) Option 2 - Communications Interface and Control Units (C.I.C.U.) for 150 additional traffic signals, which interface between the traffic controller and the Bell lines. The Committee was advised that this equipment has a shelf life and should not be purchased until needed, probably in five years time. This option was therefore not recommended.
- (3) Option 3 - Magnetic Tape Unit required for data storage, off line processing and transfer of data between the Traffic Control Computer and the existing City Computer. This option was recommended.
- (4) Option 4 - Digital Parameter Display which provides a simplified means of indicating system component failures, system operating parameters, traffic volumes, etc. Other municipalities adopting Computerized Traffic Control systems feel this option would be invaluable as an engineering aid and from a public relations standpoint.

The Capital costs including the recommended options (1,3 and 4) were :

Guild Electric Ltd.	\$2,158,249.00
Canadian General Electric Co. Ltd.	\$2,311,075.00
Multisonics Incorporated	\$2,334,126.00*

*does not include option no. 4 - Digital Parameter Display as no bid was submitted.

January 28, 1983

ITEM 1 CONTINUED...

Guild Electric Ltd. submitted in their tender documents conditions which were unacceptable and therefore their bid was recommended for rejection. However, the bid of Guild Electric Ltd. was included with the bids of Canadian General Electric and Multisonics Incorporated in the evaluation to determine the lowest life cycle.

Discount rates of 5%, 10% (recommended by the Federal Treasury Board) and 15% were applied to the 1984 base year and in each case, Canadian General Electric Co. Ltd. had the lowest life cycle cost due to the total communication costs (Bell Canada) with the C.G.E. system. This cost is the lowest than either of the other two tenders by \$70,000 in the first year of operation and on projection the savings increase to \$120,000 at the end of the design life, assuming no increase in Bell charges.

The joint report as reviewed by Mr. Taylor, recommended the award of the tender as follows:

Total Capital Cost for the system including options 1, 3 and 4 based on award of tender to Canadian General Electric (as of January 1983 controllers)	\$2,311,075.00
Additional controllers in cabinets (23 to be cost shared between City and Region) for new installations in 1983 and 1984	\$ 200,330.00
Contract for field modifications (to be tendered in March 1983) (relocation of existing controllers, installation of new controllers and installation of system detectors)	\$ 650,000.00
Bell Canada Costs (estimated) (estimate based on cost of similar installations)	\$ 300,000.00
Construction of Control Centre (estimated)(sound proof,climate controlled room on 5th floor of City Hall)	\$ 50,000.00
Engineering, design, supervision and contingencies	\$ 650,000.00
	<u>\$4,161,405.00*</u>
*say \$4,200,000.00	

January 28, 1983

ITEM 1 CONTINUED...

Based on the above total project costs, the cost distribution between the participating jurisdictions was reported as being:

	GROSS	NET (AFTER SUBSIDY)
City of Mississauga	\$2,160,000.00	\$1,080,000.00
Region of Peel	\$1,440,000.00	\$ 720,000.00
M.T.C. Kings Highway	\$ 600,000.00	\$ 600,000.00
M.T.C. Subsidy	\$1,800,000.00	\$1,800,000.00
		\$4,200,000.00

Funds presently allocated in the City's 1982-84 Capital Budget:

	1982	1983	1984
Gross:	\$750,000	\$800,000	\$750,000
Net:	\$375,000	\$400,000	\$375,000

Combining the above results, total budget:
 - \$2,300,000.00 gross dollars
 - \$1,150,000.00 net City dollars

In view of the decrease in the City's portion from the budget figures of \$2,300,000 gross or \$1,150,000 net, to \$2,160,000 gross or \$1,080,000 net, the report recommended a reduction in funds provided in the 1984 Capital Budget by \$140,000 gross or \$70,000 net.

The report recommended:

- (a) That funds in the amount of \$800,000.00 Gross, \$400,000.00 Net, be approved in the 1983 Capital Budget and funds in the amount of \$610,000.00 Gross, \$305,000.00 Net be approved in the 1984 Capital Budget for the Computerization of Traffic Signals within the City of Mississauga.
- (b) That the contract for the systems portion of the Computerized Traffic Control System (P.N. 17 111 82126) be awarded to Canadian General Electric Co. Ltd. including options 1, 3 and 4, being the lowest tender based on Life Cycle costing at a total tender price of \$2,311,075.00.
- (c) That the Regional Municipality of Peel be requested to approve the award of the tender to Canadian General Electric Co. Ltd. and to secure their share of the cost of the total project by means of the issuance of a Purchase Order to the City at an estimated cost of \$1,440,000.00.

January 28, 1983

ITEM 1 CONTINUED...

- (d) That the Ministry of Transportation and Communications approve the award of the tender to Canadian General Electric Co. Ltd. and enter into the necessary agreements with the City of Mississauga for the execution and cost sharing of the works.
- (e) That a by-law be enacted to authorize execution of the contract for the computerization of traffic signals within the City of Mississauga and that the Mayor and Clerk be authorized to sign the contract after approval by the Council of the Regional Municipality of Peel and the Ministry of Transportation and Communications.

File: J.05.82042 See Recommendation #9 (D. Cook)

RECOMMENDATIONS: As per Report No. 2-83

ADJOURNMENT: 9:45 a.m.

Christine Dodds
CHRISTINE DODDS, COMMITTEE CO-ORDINATOR
0016C/68C

REPORT NO. 2-83

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its second report and recommends:

9. (a) That funds in the amount of \$800,000.00 Gross, \$400,000.00 Net, be approved in the 1983 Capital Budget and funds in the amount of \$610,000.00 Gross, \$305,000.00 Net be approved in the 1984 Capital Budget for the Computerization of Traffic Signals within the City of Mississauga.
- (b) That the contract for the systems portion of the Computerized Traffic Control System (P.N. 17 111 82126) be awarded to Canadian General Electric Co. Ltd. including options 1, 3 and 4, being the lowest tender based on Life Cycle costing at a total tender price of \$2,311,075.00.
- (c) That the Regional Municipality of Peel be requested to approve the award of the tender to Canadian General Electric Co. Ltd. and to secure their share of the cost of the total project by means of the issuance of a Purchase Order to the City at an estimated cost of \$1,440,000.00.
- (d) That the Ministry of Transportation and Communications approve the award of the tender to Canadian General Electric Co. Ltd. and enter into the necessary agreements with the City of Mississauga for the execution and cost sharing of the works.
- (e) That a by-law be enacted to authorize execution of the contract for the computerization of traffic signals within the City of Mississauga and that the Mayor and Clerk be authorized to sign the contract after approval by the Council of the Regional Municipality of Peel and the Ministry of Transportation and Communications.

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, FEBRUARY 17, 1983 AT 9:00 A.M.

COMMITTEE ROOM 'A'

MEMBERS:

Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. J. C. Saddington
Mr. D. A. Strutt
Mr. W. Schofield

PREPARED BY: Clerk's Department
DATE: February 15, 1983

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

15C/68C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, FEBRUARY 17, 1983

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.02.05.03	Decorative Lights in the Streetsville Business Improvement District
2.	A.00.02.01 L.07.03.01	Central Air Conditioning or Mechanical Ventilation Systems
3.		Informal Discussion
4.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, FEBRUARY 17, 1983
COMMITTEE ROOM 'A' AT 9:00 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated January 25, 1983 from the Commissioner of Engineering and Works regarding the Decorative Lights in the Streetsville Business Improvement District. On March 8, 1982, Council recommended that the decorative street lights in Streetsville be maintained by the City of Mississauga in 1982 with a further review to be made by the Public Works Committee at the end of 1982.

Mr. Taylor advises that during 1982, the total cost for the maintenance of the 40 standards was \$1,511.56, which included the replacement of only six globes. The average maintenance cost for these standards is \$37.79 as compared to a City-wide average of \$35.00 per light standard.

Mr. Taylor recommends:

"That the report dated February 15, 1982 from the Commissioner of Engineering and Works on the street lighting in the Streetsville Business Improvement District, be received."

F.02.05.03

RECOMMEND ADOPTION

2. On February 14, 1983, Council adopted the following recommendation of General Committee at its meeting on February 2, 1983:

"That the following Public Works Committee recommendation (January 20, 1983) be referred back to the Committee for further consideration:

- (a) That the following policy be adopted with respect to the provision of central air conditioning or mechanical ventilation systems in residential buildings in plans of subdivision abutting a major noise source:
 - (i) That central air conditioning or mechanical ventilation systems not be required in the future Servicing Agreements for lots in plans abutting a major noise source.

February 17, 1983

ITEM 2 CONTINUED...

- (ii) That in lieu of the provision of central air conditioning, the developer of plans immediately abutting a major noise source, where no Servicing Agreement or Engineering Agreement has been executed, be required to ensure:

-that the duct work in units to be located on lands immediately abutting a major noise source be of a size capable of accommodating a future installation of a central air conditioner to the approval of the Commissioner of Building.

-that clauses satisfactory to the City Solicitor be incorporated into the registered Financial Agreement for the development which would advise owners that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, and that the provision of central air conditioning or alternative is the sole responsibility of the owner, and that no demands are to be made of the City or Region for the provision of further noise attenuation works.

- (iii) That clauses satisfactory to the City Solicitor be incorporated into the appropriate purchase and sale agreements with the prospective homeowners which would advise owners of the contents of the noise warning clauses in the Financial Agreement registered on the title of their lands.

- (iv) That in subdivisions where central air conditioning or a mechanical ventilation system is required by an executed Servicing or Engineering Agreement, the general principle be adopted that a developer will be permitted to delete this requirement upon execution of a registerable Agreement between the prospective homeowner and the City wherein the homeowner acknowledges that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, that the provision of central air conditioning or alternative is the sole responsibility of the owners, and that no demands are to be made of the City or the Region for the provision of further noise attenuation works. This agreement is to be registered by the City at the cost of the developer once the title of the concerned lot has been transferred to the prospective homeowner.

- (b) That a copy of this policy be forwarded to the Region of Peel."

A.00.02.01
L.07.03.01

DIRECTION REQUIRED

February 17, 1983

3. Informal discussion.

4 . Summary of Unfinished Business relating to the Public Works Committee
as of February 15, 1983.

A.03.04.06

RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

File: 11 141 00039
17 111 82142

To	CHAIRMAN AND MEMBERS OF	From	W. P. TAYLOR
Dept.	PUBLIC WORKS COMMITTEE	REGISTRATION No.	1078
		Dept.	ENGINEERING AND WORKS

January 25, 1983.

RECEIVED
DATE JAN 28 1983
FILE No. F020503
CLERK'S DEPARTMENT

P. W. DATE Feb. 17/83

SUBJECT:

Decorative Lights
Streetsville Business Improvement District
File F.02.05.03

SOURCE:

Request No. 91-82

COMMENTS:

Council at its meeting of March 8, 1982, recommended that the decorative lights in the Streetsville Improvement District be maintained by the City in 1982 with a further review to be made by the Public Works Committee at the end of 1982.

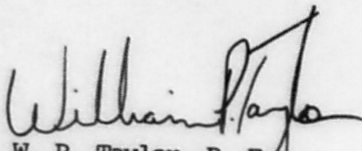
During 1982, the total cost for the maintenance of the 40 standards was \$1,511.56. This included the replacement of only six globes. This works out to an average cost for each light standard of \$37.79 as compared to a City-wide average of \$35.00 per light standard.

The average maintenance cost of the decorative lights is now close to the average cost of maintaining a streetlight in the City.

We note that these decorative lights are for decorative purposes and provide little or no lighting to Queen Street. The lighting on Queen Street is provided by a Standard City Streetlight Installation.

RECOMMENDATION:

That the report dated February 15, 1982, from the Commissioner of Engineering and Works, on the street-lighting in the Streetsville Business Improvement District, be received.


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works
DWR/edm

FORM 145

c.c. E. M. Halliday



City of Mississauga

MEMORANDUM

RECEIVED

FILES: 14 111 00001
11 141 00039

REGISTRY No. 818

To Chairman and Members

From

William P. Taylor, P.Eng.

Dept. Public Works Committee

DATE JAN 20 1983

Dept.

Engineering and Works

FILE No. A00 02 01

L070301

CLERK'S DEPARTMENT

P. W. DATE Jan. 20/83

P. W. DATE Feb. 17/83

January 19, 1983.

SUBJECT:

Provision of central air conditioners in units located on lots affected by arterial roadways, railways, or other major noise sources.

ORIGIN:

Engineering and Works Department.

COMMENTS:

When the Planning Department reviews a draft plan and finds that all or a portion of the proposed development may be affected by a major noise source, the consolidated report requires that owner to engage the services of a consultant to undertake a noise study to recommend noise control features to meet the noise level objectives of the City and the Ministry of the Environment to the satisfaction of the City and the Ministry.

When the acoustical consultants prepare their recommendations, they quite often suggest that a mechanical ventilation system or central air conditioning be required for units proposed for lots immediately adjacent to the major noise source since the interior noise levels would be acceptable only if the windows and doors on the concerned units are kept closed.

While this requirement does deal with acoustical aspects, we find that developers, builders, and homeowners are objecting to the fact that central air conditioning increases the initial cost of the house by \$1,500.00 to \$1,800.00, increases the energy consumption and increases the assessment on the lands. Two examples of such areas where objections have been received are the Wimpey Subdivision, Plan M-360, where the units are close to Cawthra Road, and the Kenley Subdivision, Plan M-424, where the units abut Winston Churchill Blvd. In each of these cases, it has been suggested that no central air conditioning should be forced on the prospective purchasers at the outset but that the duct work of the unit should be sized to accommodate future installation and that warning clauses be placed in both the purchase and sale agreements and on the title of the lands through the registration of the Financial Agreement.

.../...

...2...

Chairman and Members of
Public Works Committee.

January 19, 1983.

2.a

COMMENTS:

(cont'd.)

We are of the opinion that these suggestions should be endorsed and that the City should adopt a policy that central air conditioning should not be a requirement for future subdivisions immediately abutting noise sources as has been the case in numerous developments. With regard to current subdivisions wherein the Engineering or Servicing Agreements have been executed, we suggest that the developer be permitted an option of either installing an air conditioning system if the prospective purchasers wish such an installation or that the developer be provided with a waiver agreement to be executed by the prospective purchaser and the City. This agreement should make provision for the registration of this document once the ownership of the concerned lot has been transferred to the prospective purchaser.

RECOMMENDATIONS:

1. That central air conditioning or mechanical ventilation systems not be required in the future Servicing Agreements for lots in plans abutting a major noise source.
2. That in lieu of the provision of central air conditioning, the developer of plans immediately abutting a major noise source, where no Servicing Agreement or Engineering Agreement has been executed, be required to ensure:
 - (a) that the duct work in units to be located on lands immediately abutting a major noise source be of a size capable of accommodating a future installation of a central air conditioner to the approval of the Commissioner of Building.
 - (b) that clauses satisfactory to the City Solicitor be incorporated into the registered Financial Agreement for the development which would advise owners that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, and that the provision of central air conditioning or alternative is the sole responsibility of the owner, and that no demands are to be made of the City or Region for the provision of further noise attenuation works.

.../...

g. b

...3...

January 19, 1983.

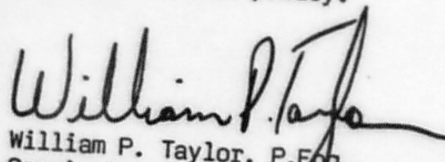
Chairman and Members of
Public Works Committee.

RECOMMENDATIONS: (cont'd.)

2. (c) that clauses satisfactory to the City Solicitor be incorporated into the appropriate purchase and sale agreements with the prospective homeowners which would advise owners of the contents of the noise warning clauses in the Financial Agreement registered on the title of their lands.
3. That in subdivisions where central air conditioning or a mechanical ventilation system is required by an executed Servicing or Engineering Agreement, the general principle be adopted that a developer will be permitted to delete this requirement upon execution of a registerable Agreement between the prospective homeowner and the City wherein the homeowner acknowledges that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, that the provision of central air conditioning or alternative is the sole responsibility of the owner, and that no demands are to be made of the City or the Region for the provision of further noise attenuation works. This agreement is to be registered by the City at the cost of the developer once the title of the concerned lot has been transferred to the prospective homeowner.
4. That the Region of Peel be advised of this policy.

 RWB/cc
58E/7E

cc: E. M. Halliday
R. G. Edmunds
L. Stewart
K. A. Cowan


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

PUBLIC WORKS COMMITTEE
DATE: FEBRUARY 17, 1983

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
168-81	Eng. & Works	Sod Damage to Boulevards- Problem Areas, i.e. bus stops, School Routes, etc.	Public Works - June 18/81	Mar. 18/83	9
281-81	Eng. & Works	Co-ordination of Maintenance Services, i.e. boulevard cutting, parks cutting	Current Budget - 1982	Mar. 18/83	6
91-82	Eng. & Works	Decorative Street Lights in Streetsville Business Improvement District - 1982 Review	Public Works - Feb.18/82	April 30/83	1
163-82	Eng. & Works	Feasibility of Constructing "rippled" pavement as a speed deterrent on roadway at Mineola Rd. E. and Mineola Gardens	Public Works - May 20/82	March 30/83	1
198-82	Eng. & Works	Creek Maintenance - Loyalist Creek & the Mary Fix Creek	Memo dated July 12/82 - from Councillor D. Culham Culham	Jan. 20/83	1
246-82	Eng. & Works	Traffic at Mississauga Road/Q.E.W. designation of high occupancy traffic lanes for buses & vehicles carrying 4 or more persons	Letter dated Sept.28/82 from Staff Insp. E. A. MacDonald, Peel Regional Police, Council - Oct.12/81	Jan.20/83	1
292-82	Eng. & Works	Leaf Pick-up	Public Works - Dec. 16/82 Report of W.P.T. -Dec.10/82	Feb. 17/83	0

CITY OF MISSISSAUGA

MINUTES

MEETING #3

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Thursday, February 17, 1983

PLACE OF MEETING: Committee Room 'A' at 9:00 a.m.

MEMBERS PRESENT: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor M. Marland (arrived 9:30 a.m.)
Mr. J. C. Saddington
Mr. W. Schofield
Mr. D. A. Strutt
Mayor H. McCallion (left at 10:40 a.m.)

MEMBERS ABSENT: Councillor R. Skjarum

ALSO PRESENT: Councillor T. Southorn (left at 10:40 a.m.)

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering and Works
Mr. A. McDonald, Director, Maintenance Engineering
Mrs. C. Dodds, Committee Co-ordinator

MATTERS CONSIDERED:

1. Report dated January 25, 1983 from the Commissioner of Engineering and Works regarding the Decorative Lights in the Streetsville Business Improvement District. On March 8, 1982, Council recommended that the decorative street lights in Streetsville be maintained by the City of Mississauga in 1982 with a further review to be made by the Public Works Committee at the end of 1982.

Mr. Taylor advised that during 1982, the total cost for the maintenance of the 40 standards was \$1,511.56, which included the replacement of only six globes. The average maintenance cost for these standards is \$37.79 as compared to a City-wide average of \$35.00 per light standard.

Mr. Taylor recommended:

"That the report dated February 15, 1982 from the Commissioner of Engineering and Works on the street lighting in the Streetsville Business Improvement District, be received."

February 17, 1983

ITEM 1 CONTINUED...

It was moved by Mayor McCallion that the decorative street lights in the Streetsville Business Improvement District be maintained by the City of Mississauga. Request for Report 91-82 in this regard was deleted from the Summary of Unfinished Business.

F.02.05.03

See Recommendation #10 (Mayor H. McCallion)

2. On February 14, 1983, Council adopted the following recommendation of General Committee at its meeting on February 2, 1983:

"That the following Public Works Committee recommendation (January 20, 1983) be referred back to the Committee for further consideration:

- (a) That the following policy be adopted with respect to the provision of central air conditioning or mechanical ventilation systems in residential buildings in plans of subdivision abutting a major noise source:

- (i) That central air conditioning or mechanical ventilation systems not be required in the future Servicing Agreements for lots in plans abutting a major noise source.
- (ii) That in lieu of the provision of central air conditioning, the developer of plans immediately abutting a major noise source, where no Servicing Agreement or Engineering Agreement has been executed, be required to ensure:

-that the duct work in units to be located on lands immediately abutting a major noise source be of a size capable of accommodating a future installation of a central air conditioner to the approval of the Commissioner of Building.

-that clauses satisfactory to the City Solicitor be incorporated into the registered Financial Agreement for the development which would advise owners that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, and that the provision of central air conditioning or alternative is the sole responsibility of the owner, and that no demands are to be made of the City or Region for the provision of further noise attenuation works.

February 17, 1983

ITEM 2 CONTINUED...

- (iii) That clauses satisfactory to the City Solicitor be incorporated into the appropriate purchase and sale agreements with the prospective homeowners which would advise owners of the contents of the noise warning clauses in the Financial Agreement registered on the title of their lands.
- (iv) That in subdivisions where central air conditioning or a mechanical ventilation system is required by an executed Servicing or Engineering Agreement, the general principle be adopted that a developer will be permitted to delete this requirement upon execution of a registerable Agreement between the prospective homeowner and the City wherein the homeowner acknowledges that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, that the provision of central air conditioning or alternative is the sole responsibility of the owners, and that no demands are to be made of the City or the Region for the provision of further noise attenuation works. This agreement is to be registered by the City at the cost of the developer once the title of the concerned lot has been transferred to the prospective homeowner.

- (b) That a copy of this policy be forwarded to the Region of Peel."

Councillor Southorn expressed his concern about the recommendation as it would relate to the new development at the north/west corner of Winston Churchill Boulevard and Derry Road. Mr. Taylor suggested that the order and wording of the recommendation had caused some confusion, but that Clause (iv) of the recommendation addressed Councillor Southorn's concerns.

The recommendation was clarified and moved by Mr. J. Rogers.

A.00.02.01

L.07.03.01

See Recommendation #11 (J. Rogers)

- 3. Councillor Marland requested that the time of the Public Works Committee meeting be re-scheduled back to 9:30 a.m. since the 9:00 a.m. time conflicted with another meeting.

File: A.03.04.06

See Recommendation #12 (M. Marland)

February 17, 1983

4. Mr. J. Rogers and Councillor Marland reported mud tracking on Highway No. 10, just north of the C.P.R. tracks. Other locations mentioned were:

-First Line East, south of Highway 401
-Glen Erin Drive and Derry Road
-Kaneff Crescent

If the builders responsible failed to remove the mud tracking by 3:00 p.m. on February 17, 1983, the Commissioner of Engineering and Works was directed to clean the roads with the costs charged back to the builder.

F.02.01

5. Councillor Culham requested a report from the Commissioner of Engineering and Works, for the next meeting of the Public Works Committee, on the status of glass recycling in the City of Mississauga.

F.05.04.05

6. Summary of Unfinished Business relating to the Public Works Committee as of February 15, 1983.

Councillor Marland pointed out that regulations on the number of passengers travelling in a car is impossible to enforce and therefore recommended the deletion of Request for Report 246-82.

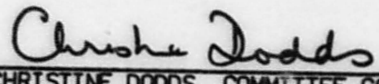
A.03.04.06

RECEIVED

See Recommendation #13 (M. Marland)

RECOMMENDATIONS: As per Report No. 3-83

ADJOURNMENT: 10:15 a.m.


CHRISTINE DODDS, COMMITTEE CO-ORDINATOR
0016C/68C

REPORT NO. 3-83

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its third report and recommends:

10. That the City of Mississauga continue to maintain the decorative street lights in the Streetsville Business Improvement District and that the report dated February 15, 1983 from the Commissioner of Engineering and Works in this regard, be received.

F.02.05.03
(38-10-83)

11. That in subdivisions where central air conditioning or a mechanical ventilation system is required by an executed Servicing or Engineering Agreement, the general principle be adopted that a developer will be permitted to delete this requirement, based on the following conditions, and upon execution of a registerable Agreement between the prospective homeowner and the City of Mississauga wherein the homeowner acknowledges that the interior noise levels may exceed City of Mississauga and Ministry of the Environment's guideline limits when either the windows or doors are open, that the provision of central air conditioning or alternative is the sole responsibility of the owners, and that no demands are to be made of the City of Mississauga or the Region of Peel for air conditioning. This agreement is to be registered by the City of Mississauga at the cost of the developer once the title of the concerned lot has been transferred to the prospective homeowner.

- (a) That the duct work in units to be located on lands immediately abutting a major noise source be of a size capable of accommodating a future installation of a central air conditioner to the approval of the Commissioner of Building.
- (b) That clauses satisfactory to the City Solicitor be incorporated into the registered Financial Agreement for the development which would advise owners that the interior noise levels may exceed City and Ministry of the Environment's guideline limits when either the windows or doors are open, and that the provision of central air conditioning or alternative is the sole responsibility of the owner, and that no demands are to be made of the City of Mississauga or the Region of Peel for the provision of further noise attenuation works.

February 17, 1983

ITEM 11 CONTINUED...

- (c) That clauses satisfactory to the City Solicitor be incorporated into the appropriate Purchase and Sale Agreements with the prospective homeowners which would advise owners of the contents of the noise warning clauses in the Financial Agreement registered on the title of their lands.

A.00.02.01
L.07.03.01
(38-11-83)

12. That the time of the commencement of the Public Works Committee Meetings revert to 9:30 a.m. as originally scheduled and not remain at 9:00 a.m., as recommended by the Public Works Committee at its first meeting on January 20, 1983.

A.03.04.06
(38-12-83)

13. That the Summary of Unfinished Business relating to the Public Works Committee as of February 15, 1983, be received, with the deletion of Request for Report 91-82 (Decorative Street Lights in the Streetsville Business Improvement District) and the deletion of Request for Report 246-82 (Traffic at Mississauga Road/Queen Elizabeth Way).

A.03.04.06
(38-13-83)

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, MARCH 17, 1983 AT 9:30 A.M.

COMMITTEE ROOM 'A'

MEMBERS: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. J. C. Saddington
Mr. D. A. Strutt
Mr. W. Schofield

PREPARED BY: Clerk's Department
DATE: March 14, 1983

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

15C/68C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, MARCH 17, 1983

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.05.04.05	Glass Recycling Depot
2.	F.02.06.01	Streetlighting Maintenance Charges in 1982
3.	J.04.02 J.05.01	Leaf Pickup Programme
4.	F.02.05.01 F.02.05.03	Grade Separations-Torbram Road & Goreway Drive at C.N.R.
5.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, MARCH 17, 1983
COMMITTEE ROOM 'A' AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated March 11, 1983, from the Commissioner of Engineering & Works requested by the Public Works Committee at its last meeting held on February 17, 1983, on the status of glass recycling in the City of Mississauga.

Mr. Taylor advises that Mississauga Clean City Committee has approached his department suggesting that they take over the glass recycling depot on condition that they be allowed to use the glass crusher and that the depot be located at the Mavis Road Yard.

Mr. Taylor recommends:

- (a) That the Mississauga Clean City Committee be permitted to use the glass crusher at the Mavis Road yard and that they be authorized to operate a Glass Recycling Depot at that location in conjunction with the Newspaper Depot.
- (b) That the general public be encouraged to bring their newspapers and glass bottles to that location.
- (c) That the Information and Public Relations Department be instructed to publicize the operation of the Glass Recycling Depot.
- (d) That the Mississauga Clean City Committee be responsible for control of litter around the site as a result of their operations at the Mavis Road yard.

F.05.04.05
RECOMMEND ADOPTION

2. Report dated March 11, 1983, from the Commissioner of Engineering & Works as requested by the Public Works Committee, detailing the breakdown the \$860,000 of streetlighting maintenance charges in 1982 under the headings of Vandalism, Damage by traffic accidents where the drivers are unknown; replacement of bulbs and luminaire washing; drafting; updating of records; clerical and the rental of Bell Canada poles.

F.02.06.01
RECOMMEND RECEIPT

March 17, 1983

3. Report dated March 11, 1983, from the Commissioner of Engineering and Works requested by the Public Works Committee on December 16, 1982, on the feasibility of composting leaves accumulated as a result of the Leaf Pickup Programme.

Mr. Taylor advises that he has discussed this proposal with the Recreation & Parks Department and the response he received is (1) the only available land would be in Erindale and Jack Darling Parks; (2) the required machinery would cost approximately \$70,000; (3) under the current staffing restraints, the department would be hard pressed to provide the necessary labour to remove debris and handle the management of the leaves to ensure decomposition; and (4) the end product would likely only be suitable for shrub beds and not for topdressing sports fields.

In view of this response, Mr. Taylor suggests that it would not be feasible or practical to implement a wholesale leaf composting programme. A member of the Recreation and Parks Department will be in attendance at the meeting to discuss this matter.

J.04.02

J.05.01

RECOMMEND RECEIPT

4. Report dated March 10, 1983, from the Commissioner of Engineering and Works on the request of the Council of the Region of Peel on September 30th, 1982, that the Cities of Brampton and Mississauga consider placing a high priority on the installation of grade separations at the C.N.R. track crossings on Torbram Road (north) and Goreway Drive, south of Steeles Avenue.

Mr. Taylor advises that Functional Studies have been completed for these grade separations as well as the Torbram Road (south) crossing. The total estimated cost of the Goreway Drive separation is 5.6 million dollars of which the municipalities joint share would be 1.2 million dollars and the total estimated cost of the Torbram Road north separation is 7.4 million dollars of which the municipalities joint share would be 1.8 million dollars. As far as relative priorities of each grade separation is concerned, Torbram Road (north) rates higher than Goreway Drive, notwithstanding the fact that both locations are warranted. The City of Brampton has tentatively included the Torbram Road north grade separation project in its 1983 Capital Works Programme pending the financial commitment of the City of Mississauga. While the City of Mississauga has not included either the Torbram Road north or the Goreway Drive separation in the Five-Year Capital Budget, Mr. Taylor suggests that the Torbram Road (north) project should now be included.

March 17, 1983

ITEM 4 CONTINUED

Mr. Taylor recommends:

- (a) That Staff of the Cities of Brampton and Mississauga meet with representatives of the C.N.R. and Canadian Transport Commission to discuss scheduling and possible funding commitments for the future grade separation of Torbram Road north and the C.N.R., and to determine in the interim what operational improvements can be made to the C.N.R. rail movements in order to reduce vehicular delay and improve traffic safety at the Torbram Road north and Goreway Drive level crossings.
- (b) That the Commissioner of Engineering and Works report back to the Public Works Committee as to the outcome of these meetings with a recommendation as to when the funding of the Torbram Road north grade separation at the C.N.R. should be included in the City's Capital Budget.
- (c) That the City of Brampton be so advised.

F.02.05.01

F.02.05.03

RECOMMEND ADOPTION

5. Summary of Unfinished Business relating to the Public Works Committee as of February 15, 1983.

A.03.04.06

RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

Files: 11 141 00039
15 111 00003
15 111 00016

To: Chairman and Members of the
Public Works Committee
Dept.

RECEIVED

REGISTRY No. 3014

DATE MAR 14 1983

FILE No. F 050405

CLERK'S DEPARTMENT

From: Mr. William P. Taylor, Commissioner

Dept. Engineering and Works

March 11, 1983

P. W. DATE March 17, 1983

SUBJECT:

Glass Recycling

ORIGIN:

Public Works Committee Meeting - February 17, 1983

COMMENTS:

At the last Public Works Committee meeting a report was requested on the status of glass recycling in the City of Mississauga. The following is a brief outline on the present status of this item.

The Mississauga Clean City Committee approached the Engineering Department suggesting that they take over the Glass Recycling Depot on the basis that the City would permit MCCC to use the glass crusher and that it be relocated to the Mavis Road yard. The MCCC plan to operate the crusher with the use of volunteer help with the exception of one student who will be used to operate the crusher.

We advised the MCCC that we would be prepared to assist them in any way we can in order that the Glass Recycling Depot could be made available again to the citizens without any cost to the City. We feel that the MCCC can operate a successful Recycling Centre due to the fact that the salary and wages involved, for all practical purposes, are zero and therefore this should be encouraged.

RECOMMENDATIONS:

1. That the Mississauga Clean City Committee be permitted to use the glass crusher at the Mavis Road yard and that they be authorized to operate a Glass Recycling Depot at that location in conjunction with the Newspaper Depot.
2. That the general public be encouraged to bring their newspapers and glass bottles to that location.
3. That the Public Affairs Department be instructed to publicize the operation of the Glass Recycling Depot.
4. That the Mississauga Clean City Committee be responsible for control of litter around the site as a result of their operations in the Mavis Road yard.

AEM:dw

c.c. Mr. E. M. Halliday

FORM 145

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

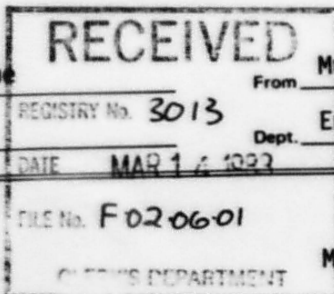


City of Mississauga

MEMORANDUM

Files: 11 141 00039
17 111 83142
17 111 82142

To Chairman and Members of the
Dept. Public Works Committee



From Mr. William P. Taylor, Commissioner
Dept. Engineering and Works

March 11, 1983

March 17, 1983

P. W. DATE

SUBJECT:

Streetlighting Maintenance

ORIGIN:

Public Works Committee Meeting - February 17, 1982

COMMENTS:

At the last Public Works Committee meeting we were requested to report on a detailed breakdown of streetlight maintenance in the year 1982. The 1982 Streetlight Budget basically comprises of three items:

- | | |
|----------------------------|--------------|
| 1. Energy Charges | \$973,000.00 |
| 2. Maintenance Cost | \$872,800.00 |
| 3. Debenture Debt Payments | \$148,100.00 |

The following is a breakdown of maintenance charges:

- | | |
|--|--------------|
| 1. Vandalism | \$ 98,000.00 |
| 2. Damage by traffic accidents - drivers unknown | \$ 9,000.00 |
| 3. Replacement of bulbs and luminaire washing
(This figure includes replacement of burned out bulbs, ballast, relays, photo electric cells, underground wiring breaks and overhead wiring repairs.) | \$680,000.00 |
| 4. Drafting, updating of records, clerical | \$ 72,000.00 |
| 5. Rental of Bell Canada poles | \$ 1,000.00 |
| | \$860,000.00 |

Note: All of the above costs include overhead charges administered by Hydro Mississauga which includes administration, supervision, employee benefits, inventory costs of handling and purchasing materials.

RECOMMENDATION:

That the report dated March 11, 1983, with respect to Streetlighting Maintenance, submitted by William P. Taylor, Commissioner of Engineering and Works, be received.

AEM:dw

c.c. Mr. E. M. Halliday

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works



City of Mississauga

3

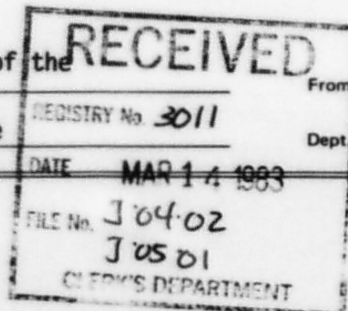
MEMORANDUM

Files: 12 271 83002
11 141 00039

To: Chairman and Members of the
Dept. Public Works Committee

From: Mr. William P. Taylor, Commissioner

Dept. Engineering and Works



March 11, 1983

P. W. DATE March 17, 1983

SUBJECT: Leaf Pickup Programme

ORIGIN: Public Works Committee - December 1982.
Request No. 292-82
(Report of W. P. Taylor dated December 10, 1982)

COMMENTS: At the Public Works Committee meeting on December 16, 1982, we were requested to investigate the possibility of composting leaves accumulated as a result of the Leaf Pickup Programme and report back to the Public Works Committee.

As Committee is aware, we dumped the leaves picked up in 1982 in Erindale Park with the permission of the Parks Department. Prior to 1982 we used to dump the leaves on lands owned by J. Heck & Sons, Sheridan Nurseries, and Leaver Murray Landscape Supplies, and deposit the remainder at the Region of Peel landfill site. The private Companies mulched the leaves with soil for use as topsoil. We have requested the Recreation and Parks Department to comment on the feasibility and viability of composting the leaves and turning same into useful topsoil and I quote hereunder their response to that request.

"1. Available Land

Erindale and Jack Darling Parks are the only two park areas considered large enough to accommodate composting and storage of leaves without infringement on neighbouring residents. The composting of leaves into usable topsoil takes several years before it can be used as topdressing on sports field turf areas.

2. Capital Costs

In order to turn leaf mulch into usable topsoil the City would need to purchase a large soil shredder to pulverize leaves and to mix with other soil elements. The cost of this machinery is approximately \$70,000.00.

..2

3a

Chairman and Members of the
Public Works Committee
March 11, 1983
Page 2

Subject: Leaf Pickup Programme

COMMENTS - cont'd. 3. Labour

The leaves must be turned over regularly and often by front end loaders to promote decomposition and to prevent spontaneous combustion in the stored piles. In addition, sand, clay, nitrogen and other soil elements must be added at this time. The leaves picked up off the streets by use of the large truck mounted vacuums must also be hand cleared of stones, bottles, cans, sticks and other related garbage. All of this work would require a fair amount of labour which our Department would be hard pressed to provide, particularly under today's staffing restraints.

4. Usefulness

Decayed leaf mulch is good for shrub beds, but not suitable for topdressing of sports fields unless stored, turned over, and shredded over many years. Horticultural maintenance in terms of digging leaves into shrub and flower beds has almost been completely eliminated through budget restraints. Topsoil for topdressing of sports fields must be clear of all obstructions and easily raked into the grass."

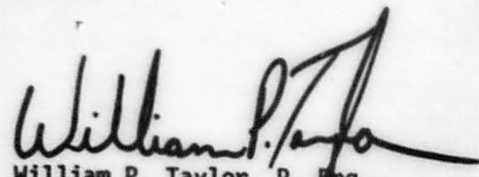
In view of the foregoing, it is our opinion that it would not be practical or feasible to implement a wholesale leaf composting programme.

We have requested a member of the Recreation and Parks Department to be present at the Public Works Committee meeting during the discussion of this item.

RECOMMENDATION:

That the report dated March 11, 1983, with respect to the Leaf Pickup Programme, submitted by William P. Taylor, Commissioner of Engineering and Works, be received.

AEM:dw


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. Ian Scott



City of Mississauga

MEMORANDUM

Files: 11 141 00039
17 111 80118
17 111 80119

4

To	Chairman and Members of the	Mr. William P. Taylor, Commissioner
Dept.	Public Works Committee	Engineering and Works
RECEIVED		
REGISTRY No. 3012		
DATE	MAR 17 1983	P. W. DATE March 17, 1983
FILE No.	F020501 F020503	March 10, 1983
CITY OF MISSISSAUGA		

SUBJECT: Grade Separations - Torbram Road and Goreway Drive at C.N.R.

ORIGIN: Engineering and Works Department.

COMMENTS: The Council of the Region of Peel on September 30, 1982, approved the following resolution:

"That the Cities of Brampton and Mississauga be requested to give consideration to placing a high priority on the installation of grade separations on Torbram Road and Goreway Drive south of Steeles Avenue."

This resolution was enacted as a result of a delegation by Mr. R. V. Doty, Regional Manager for the C.N.R., regarding rail traffic south of Steeles Avenue on the C.N.R. line.

The Torbram Road north and the Goreway Drive level crossings are both located on the C.N.R.'s York Subdivision line which provides rail interconnection to the C.N.R. Intermodal Terminal site which is located north of Steeles Avenue in the City of Brampton. The Torbram Road north and the Goreway Drive Grade Separations Functional Studies have been completed as well as the Torbram Road south crossing which is on the C.N.R.'s Western Subdivision line.

The estimated cost of the Goreway Drive grade separation is 5.6 Million Dollars gross with the share of the various Authorities being as follows:

Municipality	1.2 Million Dollars
M.T.C.	1.2 Million Dollars
C.T.C.	3.2 Million Dollars
C.N.R.	\$62,500.00

The estimated cost of the Torbram Road north grade separation is 7.4 Million Dollars gross.

Municipality	1.8 Million Dollars
M.T.C.	1.8 Million Dollars
C.T.C.	3.8 Million Dollars
C.N.R.	\$62,500.00

Note: The C.T.C. share is calculated on the assumption that the present U.T.A.P. formula for cost sharing grade separations would be extended.

4a.
Chairman and Members of the
Public Works Committee
March 10, 1983
Page 2

Subject: Grade Separations -
Torbram Road and Goreway Drive at C.N.R.

COMMENTS - cont'd. The Municipal share of the works would be cost shared between the City of Mississauga and the City of Brampton, probably on a 50/50 basis due to the fact that the City boundary is the C.N.R. line.

As far as the relative priorities of each grade separation is concerned, Torbram Road north rates higher than Goreway Drive notwithstanding the fact that both locations are warranted for grade separations. The Torbram Road level crossing has approximately 51 trains per day with an A.A.D.T. of 12,000 while the Goreway Drive crossing has 31 trains per day with a 10,000 A.A.D.T. -- the reason being that there is more Western Canada traffic than Eastern Canada traffic.

We are in receipt of a letter from the City of Brampton's Public Works Committee indicating that they have included in their tentative 1983 Capital Works Programme the Torbram Road north/C.N.R. grade separation project, however, as they point out, the decision on whether it will be approved by Brampton Council will be based on the willingness of the City of Mississauga to participate in the cost sharing. The letter requests us to review this matter and advise the City of Brampton on our position of cost sharing this project with them on a 50/50 basis. As Committee is aware, neither the Torbram Road north nor the Goreway Drive grade separations have been included in the City of Mississauga's Five-Year Capital Budget at the present time.

It should be pointed out to Committee, however, that there has been complaints of extensive delays occurring at the Torbram Road north crossing and the Engineering Department undertook certain vehicular delay studies at the Torbram Road north and the Goreway Drive crossings as well as other C.N.R. and C.P.R. level crossings for comparison purposes. The results indicated that the longest delays to vehicles occurred at the Goreway Drive and Torbram Road north lines and the main reason for this is the number of shunting movements to the Malport Intermodal terminal.

Table No. 1 indicates the length of time crossing gates were down based on average, minimum and maximum for the crossings sampled and the total number of gate closings during the 12 hour period of study.

46

Chairman and Members of the
Public Works Committee
March 10, 1983
Page 3

Subject: Grade Separations -
Torbram Road and Goreway Drive at C.N.R.

COMMENTS - cont'd.

TABLE 1

Railway Grade Crossing LOCATION	Subdivision	Length of Time Gates Closed (Minutes)			
		Average	Minimum	Maximum	Total No. of Closings - 12 hr. Period
Torbram Rd.(N)	CNR-York	2 1/4	1/4	8 3/4	30
Goreway Drive	CNR-York	3	1/2	14 1/4	22
Torbram Rd.(S)	CNR-Weston	1 1/4	1/3	2 1/2	20
Eglinton Ave.	CPR-Galt	1 1/4	1/4	3 1/4	14
Mavis Road	CPR-Galt	1	1/2	2 1/2	10
Lorne Park	CNR-Lakeshore	3/4	1/4	3 1/2	66
Clarkson Rd.	CNR-Lakeshore	3/4	1/4	1 3/4	62

It was also recorded during the study that 40 vehicles by-passed the crossing gates at the Goreway Drive crossing while the gates were down and proceeded across the tracks. Numerous other vehicles left the Torbram Road crossing and retraced their route while the gates were down.

We are of the opinion that the Torbram Road north grade separation has a high priority and probably should be included in the Five-Year Capital Budget of the City. The extent of the money required would depend on the amount of the C.T.C. money available and this cannot be determined at this time, however, it is premature to look at it as part of the 1983 budget. It would appear to us that the Board Order would in fact be issued to the City of Brampton and that the City of Brampton would be responsible for the design, supervision and construction of the grade separation. The City of Mississauga would only be involved in it from a cost sharing standpoint.

In view of the foregoing study results and due to the fact that the request to expedite this matter originated from the C.N.R. it is suggested that staff of the Cities of Brampton and Mississauga meet with representatives of the C.N.R. and C.T.C. to discuss the scheduling and possible funding commitments for the future grade separation of Torbram Road north and the C.N.R. and to determine

...4

4c.

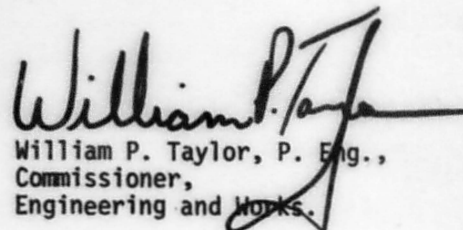
Chairman and Members of the
Public Works Committee
March 10, 1983
Page 4

Subject: Grade Separations -
Torbram Road and Goreway Drive at C.N.R.

COMMENTS - cont'd. C.N.R. rail movements in order to reduce vehicular delay and improve traffic safety at the Torbram Road north and Goreway Drive level crossings.

- RECOMMENDATIONS:
1. That staff of the Cities of Brampton and Mississauga meet with representatives of the C.N.R. and C.T.C. to discuss scheduling and possible funding commitments for the future grade separation of Torbram Road north and the C.N.R. and to determine in the interim what operational improvements can be made to the C.N.R. rail movements in order to reduce vehicular delay and improve traffic safety at the Torbram Road north and Goreway Drive level crossings.
 2. That the Commissioner of Engineering and Works report back to the Public Works Committee as to the outcome of these meetings with a recommendation as to when the funding of the Torbram Road north grade separation at the C.N.R. should be included in the City's Capital Budget.
 3. That the City of Brampton be so advised.


AEM:dw


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

PUBLIC WORKS COMMITTEE
DATE: MARCH 17, 1983

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
168-81	Eng. & Works	Sod Damage to Boulevards- Problem Areas, i.e. bus stops, School Routes, etc.	Public Works - June 18/81	Mar. 18/83	9
281-81	Eng. & Works	Co-ordination of Maintenance Services, i.e. boulevard cutting, parks cutting	Current Budget - 1982	Mar. 18/83	6
163-82	Eng. & Works	Feasibility of Constructing "rippled" pavement as a speed deterrent on roadway at Mineola Rd. E. and Mineola Gardens	Public Works - May 20/82	March 30/83	1
198-82	Eng. & Works	Creek Maintenance - Loyalist Creek & the Mary Fix Creek	Memo dated July 12/82 - from Councillor D. Culham Culham	Jan. 30/83	1
292-82	Eng. & Works	Leaf Pick-up	Public Works - Dec. 16/82 Report of W.P.T. -Dec.10/82	April 30/83	1

9



City of Mississauga

RECEIVED

MEMORANDUM

FILES: 14 111 00001
11 141 00039

REGISTRY No. 3047

To * Chairman and Members

DATE MAR 15 1983

From William P. Taylor, P.Eng.

Dept. Public Works Committee

FILE NO. L.05.07

Dept. Engineering and Works

P. W. DATE Mar 17/83

CLERK'S DEPARTMENT

March 11, 1983.

SUBJECT: Standard acoustical fence designation sign.

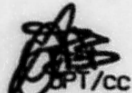
ORIGIN: Councillor R. Skjarum.

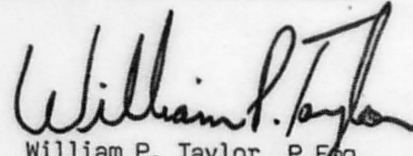
COMMENTS: In the past, the City Engineering Dept. and the area Councillors were receiving numerous inquiries from potential home purchasers with regards to location and maintenance responsibilities of acoustical fences constructed along the rear and side of properties abutting major noise sources.

To assist the eventual homeowners at the time they are examining the site for the purpose of purchasing the home, we have prepared the attached standard "Acoustical Fence Designation Sign" to be incorporated into future Servicing Agreements.

This standard requires the developer to erect a sign of stipulated size and location on the lot side of the acoustical fence which will indicate the maintenance responsibility and location of the subject barrier.

RECOMMENDATION: That City of Mississauga Engineering Dept. Standard 1-7-5 "Standard Acoustical Fence Designation Sign" be adopted and the sign be installed in accordance with this standard.

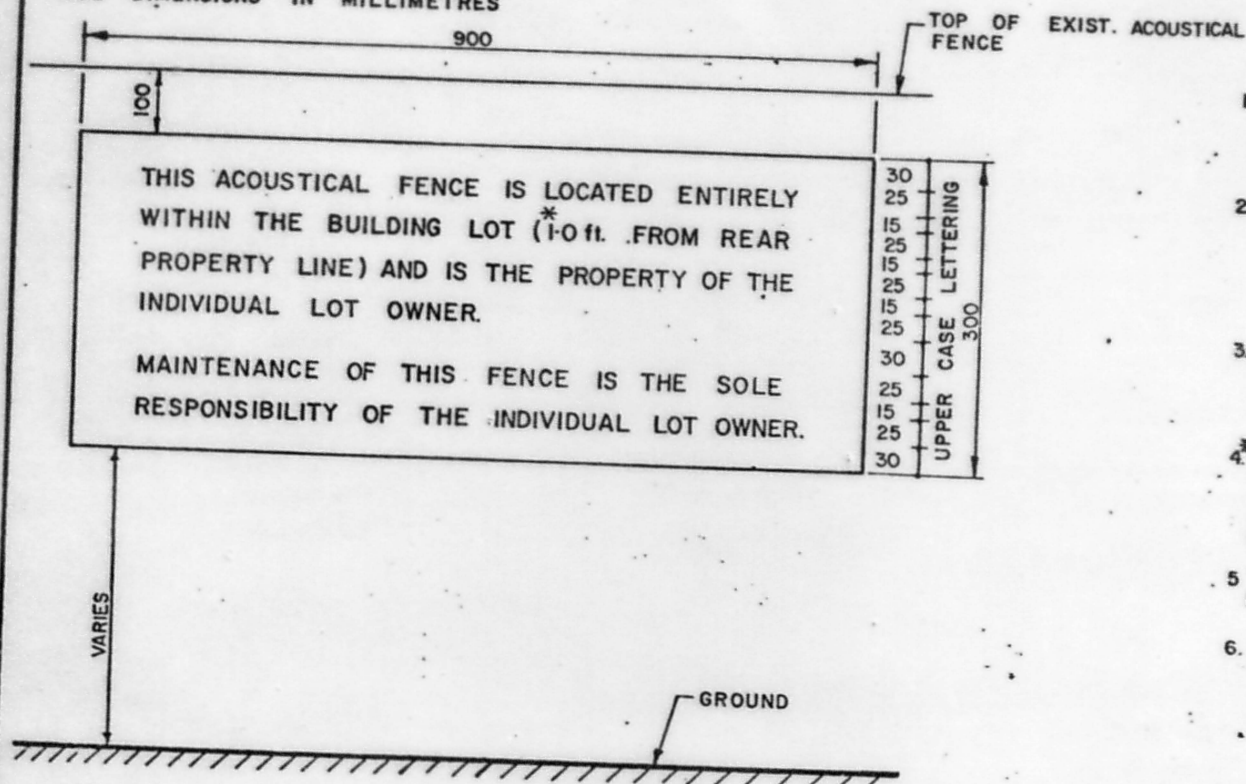

WPT/cc
Atch.
58E/7E


William P. Taylor, P.Eng.
Commissioner
Engineering and Works

cc: E. M. Halliday

METRIC

ALL DIMENSIONS IN MILLIMETRES



DESIGN APPD. *[Signature]*
APPD. *[Signature]*
COMM. OF ENG., BLDG. & WORKS

1. SIGNS TO BE MOUNTED ON ACOUSTICAL FENCE AT INTERVALS NOT LESS THAN 3 METRES.
2. ALL LETTERING TO BE BLOCK-SERIES 'C'.
3. ALL ASPECTS OF PREPARATION INSTALLATION OF SIGN ARE TO BE APPROVED BY THE COMMISSIONER OF ENG. AND WORKS.
4. THIS MEASUREMENT IS TO DENOTE THE EX-LOCATION OF THE ACOUSTICAL WALL FROM THE REAR LOT LINE. THE MEASUREMENT US-ON THIS STANDARD IS FOR SAMPLE PURPOSES ONLY.
5. "ONE SHOT" (OR EQUAL) EXTERIOR, WEATHER RESISTANT SIGN PAINT TO BE USED THROUGH-
6. SIGN TO BE DISPLAYED ON LOT SIDE OF FENCE.

SIGN SPECIFICATIONS		CITY OF MISSISSAUGA ENGINEERING DEPARTMENT	
MATERIAL		STANDARD ACOUSTICAL FENCE DESIGNATION SIGN	
BLANK	900 x 300 x 6 WATERPROOF PLYWOOD		
SUPPORTS	EXIST. FENCE		
COLOUR			
MESSAGES	BLACK		
BACKGROUND	WHITE	SCALE: N.T.S.	EFF DATE: 83-01
		DRAWN BY: JB	REV:
			PLAN NO. 1-7-5



City of Mississauga

RECEIVED

MEMORANDUM FILES: 14 111 00001
11 141 00039

REGISTRY No. 3047

To Chairman and Members

From William P. Taylor, P.Eng.

Dept. Public Works Committee

Dept. Engineering and Works

DATE MAR 1 5 1983

FILE No. L.05.07

CLERK'S DEPARTMENT

March 11, 1983.

SUBJECT: Standard acoustical fence designation sign.

ORIGIN: Councillor R. Skjarum.

COMMENTS: In the past, the City Engineering Dept. and the area Councillors were receiving numerous inquiries from potential home purchasers with regards to location and maintenance responsibilities of acoustical fences constructed along the rear and side of properties abutting major noise sources.

To assist the eventual homeowners at the time they are examining the site for the purpose of purchasing the home, we have prepared the attached standard "Acoustical Fence Designation Sign" to be incorporated into future Servicing Agreements.

This standard requires the developer to erect a sign of stipulated size and location on the lot side of the acoustical fence which will indicate the maintenance responsibility and location of the subject barrier.

RECOMMENDATION: That City of Mississauga Engineering Dept. Standard 1-7-5 "Standard Acoustical Fence Designation Sign" be adopted and the sign be installed in accordance with this standard.

WPT/cc
Atch.
58E/7E

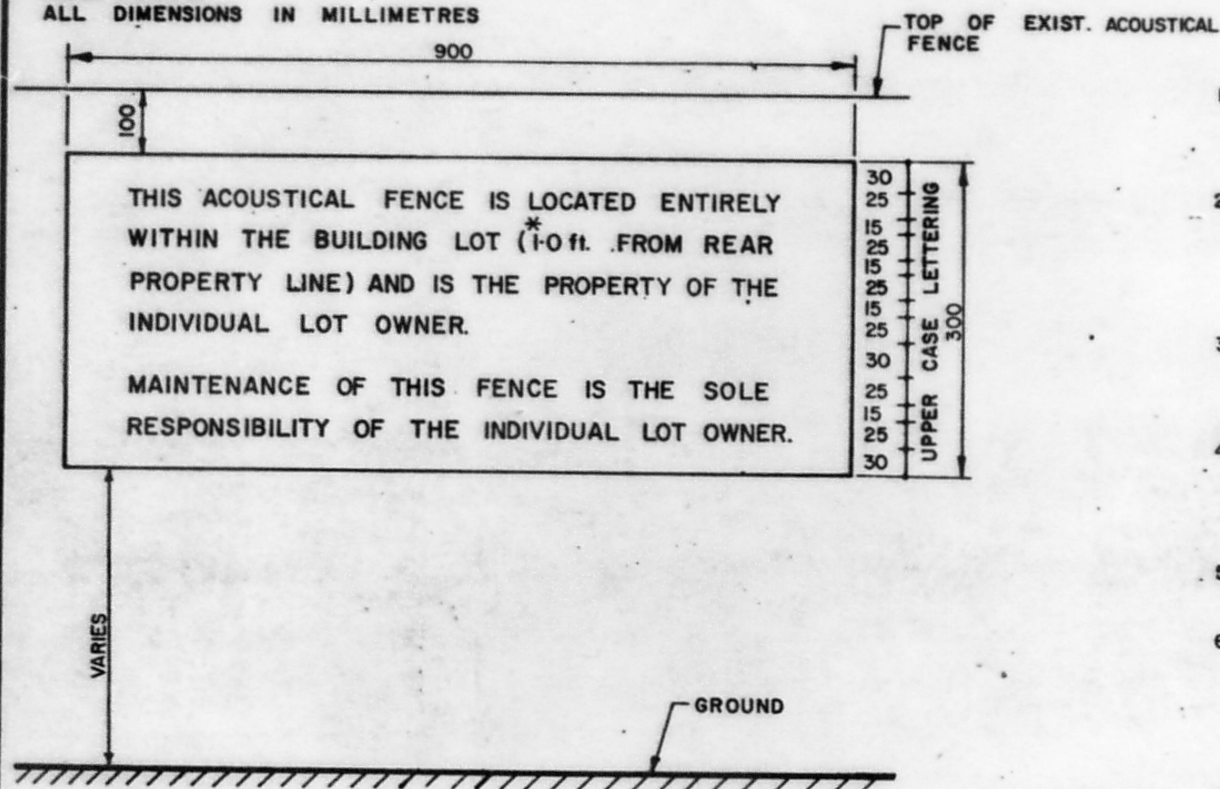
William P. Taylor
William P. Taylor, P.Eng.
Commissioner
Engineering and Works

cc: E. M. Halliday

P. W. DATE March 17, 1983

METRIC

ALL DIMENSIONS IN MILLIMETRES



DESIGN APPD

APPD

COMM. OF ENG., BLOS. & WORKS

1. SIGNS TO BE MOUNTED ON ACOUSTICAL FENCE AT INTERVALS NOT LESS THAN 35 METRES.
2. ALL LETTERING TO BE BLOCK - SERIES 'C'.
3. ALL ASPECTS OF PREPARATION AND INSTALLATION OF SIGN ARE TO BE APPROVED BY THE COMMISSIONER OF ENG. AND WORKS.
4. THIS MEASUREMENT IS TO DENOTE THE EXACT LOCATION OF THE ACOUSTICAL WALL FROM THE REAR LOT LINE. THE MEASUREMENT USED ON THIS STANDARD IS FOR SAMPLE PURPOSES ONLY.
5. "ONE SHOT" (OR EQUAL) EXTERIOR, WEATHER RESISTANT SIGN PAINT TO BE USED THROUGHOUT.
6. SIGN TO BE DISPLAYED ON LOT SIDE OF FENCE.

SIGN SPECIFICATIONS		CITY OF MISSISSAUGA ENGINEERING DEPARTMENT	
MATERIAL		STANDARD	
BLANK	900 x 300 x 6 WATERPROOF PLYWOOD	ACOUSTICAL FENCE DESIGNATION SIGN	
SUPPORTS	EXIST. FENCE		
COLOUR			
MESSAGES	BLACK	SCALE: N.T.S.	EFF DATE: 83-01
BACKGROUND	WHITE	DRAWN BY: JB	REV:
		PLAN NO. 1-7-5	

CITY OF MISSISSAUGA

MINUTES

MEETING #4

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Thursday, March 17, 1983

PLACE OF MEETING: Committee Room 'A' at 9:30 a.m.

MEMBERS PRESENT: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Mr. J. C. Saddington
Mr. W. Schofield
Mr. D. A. Strutt
Mayor H. McCallion (9:50 a.m. to 10:30 a.m.)

MEMBERS ABSENT: Nil

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering and Works
Mr. A. McDonald, Director, Maintenance Engineering
Mr. R. Doyle, Director of Parks
Mrs. C. Dodds, Committee Co-ordinator

MATTERS CONSIDERED:

1. Report dated March 11, 1983, from the Commissioner of Engineering & Works requested by the Public Works Committee at its meeting held on February 17, 1983, on the status of glass recycling in the City of Mississauga.

Mr. Taylor advised that the Mississauga Clean City Committee approached his department suggesting that they take over the glass recycling depot, at no cost to the City of Mississauga on condition that they be allowed to use the glass crusher and that the depot be located at the Mavis Road Yard.

Mr. Taylor recommended:

- (a) That the Mississauga Clean City Committee be permitted to use the glass crusher at the Mavis Road Yard and be authorized to operate a Glass Recycling Depot at that location in conjunction with the Newspaper Depot.
- (b) That the general public be encouraged to bring their newspapers and glass bottles to that location.

March 17, 1983

ITEM 1 CONTINUED

- (c) That the Public Affairs Department be instructed to publicize the operation of the Glass Recycling Depot.
- (d) That the Mississauga Clean City Committee be responsible for control of litter around the site as a result of their operations at the Mavis Road yard.

It was recognized that while the glass companies were able to use glass delivered to their processing plants by the Mississauga Clean City Committee, or other similar groups, the market might not warrant the establishment of a pick-up service by these companies. Staff was requested to obtain from Consumers' Glass and Domglas, information on the present status of the market for re-cycled glass. Councillor Marland moved adoption of the aforementioned recommendation.

F.05.04.05

See Recommendation #14 (M. Marland)

APPROVED

- 2. Report dated March 11, 1983, from the Commissioner of Engineering & Works as requested by the Public Works Committee, breaking down the \$860,000 streetlighting maintenance charges in 1982 into headings of Vandalism, Damage by traffic accidents where the drivers are unknown; Replacement of bulbs and luminaire washing; Drafting; Updating of records clerical and the Rental of Bell Canada poles.

It was pointed out that of the \$872,000 budget figure, \$860,000 had been spent, allowing a current surplus of \$12,000. Councillor Culham drew the Committee's attention to the \$98,000 cost of vandalism.

Councillor Marland moved receipt of the report.

F.02.06.01

See Recommendation #15 (M. Marland)

RECEIVED

- 3. Report dated March 11, 1983, from the Commissioner of Engineering and Works requested by the Public Works Committee on December 16, 1982, on the feasibility of composting leaves accumulated as a result of the Leaf Pickup Programme.

Mr. Taylor advised that he had discussed this proposal with the Recreation & Parks Department and the response he received was (1) the only available land would be in Erindale and Jack Darling Parks; (2) the required machinery would cost approximately \$70,000; (3) under the current staffing restraints, their department would be hard pressed to provide the necessary labour to remove debris and handle the management of the leaves to ensure decomposition; and (4) the end product would likely only be suitable for shrub beds and not for topdressing for sports fields.

March 17, 1983

ITEM 3 CONTINUED...

In view of this response, Mr. Taylor suggested that it would not be feasible or practical to implement a wholesale leaf composting programme.

Mr. Doyle advised that both he and Mr. Scott, the Commissioner of Recreation and Parks, were in favour of leaf decomposition but did not feel it was possible, at the present time, in view of the current fiscal restraints, and the cost of labour and equipment.

It was Chairman Culham's understanding that the Ministry of the Environment was currently experimenting with composting garbage and suggested City-owned lands off North Sheridan Way as a site for composting leaves naturally, i.e. not sorted, or turned, etc. Although decomposition would take longer by this method, he felt that properly covered leaf piles would ultimately produce a worthwhile product at little to no cost to the City.

The Commissioner of Engineering and Works was requested to supply the Recreation and Parks Department with a map showing the City-owned vacant-lands and the staff of the Recreation and Parks Department was directed to consult this map with a view to recommending sites for the natural composting of leaves on an experimental basis.

Councillor Cook moved receipt of the report.

J.04.02

J.05.01

See Recommendation #16 (D. Cook)

RECEIVED

- 4 . Report dated March 10, 1983, from the Commissioner of Engineering and Works on the request of the Council of the Region of Peel on September 30th, 1982, that the Cities of Brampton and Mississauga consider placing a high priority on the installation of grade separations at the C.N.R. track crossings on Torbram Road (north) and Goreway Drive, south of Steeles Avenue.

Mr. Taylor advised that Functional Studies have been completed for these grade separations as well as the Torbram Road (south) crossing. The total estimated cost of the Goreway Drive separation is 5.6 million dollars of which the municipalities joint share would be 1.2 million dollars and the total estimated cost of the Torbram Road north separation is 7.4 million dollars of which the municipalities joint share would be 1.8 million dollars. As far as relative priorities of each grade separation is concerned, Torbram Road north rates higher than Goreway Drive, notwithstanding the fact that both locations are warranted. The City of Brampton has tentatively included the Torbram Road north grade separation project in their 1983 Capital Works Programme pending the financial

March 17, 1983

ITEM 4 CONTINUED...

commitment of the City of Mississauga. While the City of Mississauga has not included either the Torbram Road north or the Goreway Drive separation in the Five-Year Capital Budget, Mr. Taylor suggested that the Torbram Road north project should now be included.

Mr. Taylor recommended:

- (a) That Staff of the Cities of Brampton and Mississauga meet with representatives of the C.N.R. and Canadian Transport Commission to discuss scheduling and possible funding commitments for the future grade separation of Torbram Road north and the C.N.R., and to determine in the interim what operational improvements can be made to the C.N.R. rail movements in order to reduce vehicular delay and improve traffic safety at the Torbram Road north and Goreway Drive level crossings.
- (b) That the Commissioner of Engineering and Works report back to the Public Works Committee as to the outcome of these meetings with a recommendation as to when the funding of the Torbram Road north grade separation at the C.N.R. should be included in the City's Capital Budget.
- (c) That the City of Brampton be so advised.

Mr. Schofield, a resident of the Malton area, spoke about the need and urgency for the completion of both grade separations and also the immediate need for a system to prevent the by-passing of crossing gates. Mr. Taylor agreed to discuss the gate by-passing problem with the C.N.R.

Mayor McCallion pointed out that the traffic generated by the CNR/Brampton Malport Carload Centre contributed to the congestion on Torbram Road. When Malport was planned, the City of Mississauga had pressed to have the grade separation included in the plans and undertaken at that time. In view of Malport's traffic on Torbram Road, it was felt that the C.N.R.'s contribution to the grade separation should be greater than the estimated \$62,500.

Pending the outcome of the proposed staff meetings, it was agreed that were the City of Mississauga's contribution to be minimal, Council should include funds for this project in the City's Capital Budget.

Councillor Skjarum moved the staff recommendation.

F.02.05.01

F.02.05.03

See Recommendation #17 (R. Skjarum)

APPROVED

March 17, 1983

5. Summary of Unfinished Business relating to the Public Works Committee as of March 17, 1983.

Request for Report 168-81 - Sod damage to boulevards - problem areas, i.e. bus stops, School Routes, etc. Mayor McCallion moved deletion of this outstanding report and suggested that any locations of specific concern be reported to staff for inclusion on an inventory of problem areas.

Request for Report 281-81 - Co-ordination of Maintenance Services, i.e. boulevard cutting, parks cutting - Mayor McCallion moved that this request be deleted. The level of service was largely dictated by fiscal restraints and City staff had worked effectively with the other government agencies to eliminate the apparent differences. Any locations of specific concern should be referred to staff.

Request for Report 163-82 - Feasibility of Constructing "rippled" pavement as a speed deterrent on roadway at Mineola Rd. E. and Mineola Gardens - Staff advised that a report on the rippled pavement would be available at the next meeting of the Committee.

Request for Report #198-82 - Level of Service for Creek Maintenance - Councillor Culham requested a report for the next meeting of the Committee on the level of service for creek maintenance and the related costs.

Moved by Mayor McCallion that the Summary of Unfinished Business be received with the deletion of Request for Reports 168-81, 281-81 and 292-82. (see Item 3 - Recommendation #16)

A.03.04.06

See Recommendation #18 (Mayor H. McCallion)

RECEIVED

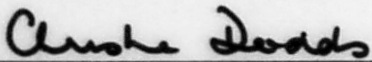
6. Report dated March 11, 1983 from the Commissioner of Engineering and Works recommending a standard "Acoustical Fence Designation Sign" to be incorporated into future Servicing Agreements and erected on the lot side of acoustical fences abutting major noise sources to alert potential house purchasers to the location and maintenance responsibilities of the sound barrier.

L.05.01

See Recommendation #19 (R. Skjarum)

RECOMMENDATIONS: As per Report No. 4-83

ADJOURNMENT: 10:40 a.m.


CHRISTINE DODDS, COMMITTEE CO-ORDINATOR
0016C/68C

REPORT NO. 4-83

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fourth report and recommends:

- 14-83 (a) That the Mississauga Clean City Committee be permitted to use the glass crusher at the Mavis Road Yard and that they be authorized to operate a Glass Recycling Depot at that location in conjunction with the Newspaper Depot.
- (b) That the general public be encouraged to bring their newspapers and glass bottles to that location.
- (c) That the Public Affairs Department be instructed to publicize the operation of the Glass Recycling Depot.
- (d) That the Mississauga Clean City Committee be responsible for control of litter around the site as a result of their operations at the Mavis Road Yard.

F.05.04.05
(38-14-83)

- 15-83 That the report dated March 11, 1983, from the Commissioner of Engineering & Works regarding a detailed breakdown of Streetlighting Maintenance in the City of Mississauga, be received.

F.02.06.01
(38-15-83)

- 16-83 That the report dated March 11, 1983, from the Commissioner of Engineering and Works regarding the Leaf Pickup Programme, be received.

J.04.02
J.05.01
(38-16-83)

- 17-83 (a) That Staff of the Cities of Brampton and Mississauga meet with representatives of the C.N.R. and Canadian Transport Commission to discuss scheduling and possible funding commitments for the future grade separation of Torbram Road north and the C.N.R., and to determine in the interim what operational improvements can be made to the C.N.R. rail movements in order to reduce vehicular delay and improve traffic safety at the Torbram Road north and Goreway Drive level crossings.

March 17, 1983

ITEM 17-83 CONTINUED...

(b) That the Commissioner of Engineering and Works report back to the Public Works Committee as to the outcome of these meetings with a recommendation as to when the funding of the Torbram Road north grade separation at the C.N.R. should be included in the City's Capital Budget.

(c) That the City of Brampton be so advised.

F.02.05.01

F.02.05.03

(38-17-83)

18-83 That the Summary of Unfinished Business relating to the Public Works Committee as of March 17, 1983, be received and the following Requests for Reports be deleted from the Summary:

Request for Report 168-81 - Sod damage to boulevards - problem areas, i.e. bus stops, School Routes, etc.

Request for Report 281-81 - Co-ordination of Maintenance Services, i.e. boulevard cutting, parks cutting.

Request for Report #292-82 - Leaf Pick-up
A.03.04.06

19-83 That the Report dated March 11, 1983 from the Commissioner of Engineering and Works recommending Standard 1-7-5 "Standard Acoustical Fence Designation Signs" be adopted, incorporated into future Servicing Agreements and the signs be installed in accordance with this standard.

L.05.01

(38-19-83)

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, APRIL 28, 1983 AT 9:30 A.M.

COMMITTEE ROOM 'A'

No quorum.

Repts to CC.

May 4, 1983.

MEMBERS:

Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. J. C. Saddington
Mr. D. A. Strutt
Mr. W. Schofield

PREPARED BY: Clerk's Department
DATE: April 26, 1983

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

15C/68C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, APRIL 28, 1983

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.05.04.05	Glass Recycling Depot
2.	F.03.01	Level of Service - Creek Maintenance
3.	J.05.01	1983 Sidewalk Construction Programme - (Normal and Major Roads)
4.	C.04.12 F.02.07	Naming of a street relating to the extension of Matheson Boulevard to Renforth Drive
5.	A.02.04.05	Assumption of Winston Churchill Boulevard between Steeles Avenue and Derry Road
6.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, APRIL 28, 1983
COMMITTEE ROOM 'A' AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated April 11, 1983, from the Commissioner of Engineering & Works requested by the Public Works Committee at its last meeting held on March 17, 1983, on the status of the market for recycled glass in the City of Mississauga.

In his report, Mr. Taylor advises that the rental of a bin is \$120.00 per month, and the cost of emptying it (including transporting the bin to and from the plant) is \$90.00. Based on delivery to their plants, \$40.00 and \$36.00 per tonne respectively is paid by Domglass and Consumers Glass.

F.05.04.05

RECOMMEND RECEIPT

2. Report dated April 11, 1983, from the Commissioner of Engineering and Works, as requested by the Public Works Committee at its meeting held on March 17, on the level of service for creek maintenance and the related costs.

In his report, Mr. Taylor advises that of the budgeted amount of \$170,000, \$40,000 more or less is spent on weed spraying and the annual grass cutting adjacent to residential areas, and the remaining \$130,000 is used for channel maintenance and improvements. Included in these works are the removal of siltation, minor channelization improvements, maintenance of stop logs in the Mullet Creek Diversion Channel, cleaning out of the weeping tile holes in concrete channels, litter and debris pickup in residential areas, minor erosion control works and maintenance repairs to gabion walls.

F.03.01

RECOMMEND RECEIPT

3. Report dated April 11, 1983, from the Commissioner of Engineering and Works, on the 1983 Sidewalk Construction Programme - (Normal and Major Roads)

In his report, Mr. Taylor advises that the 1983 Sidewalk Construction programme has been prepared to reflect a total budget allocation of \$150,000.00, \$100,000.00 being assigned to normal sidewalk construction with the balance of \$50,000.00 directed to walk installation on Major Road Systems. Mr. Taylor includes a summary of sidewalks recommended for inclusion in the 1983 normal construction programme and in the 1983 major roads construction programme, all of which have been reviewed by the Traffic Safety Council.

April 28, 1983

Mr. Taylor recommends:-

1. That the following sidewalks be approved for construction in the 1983 Sidewalk Programme:

Normal Construction Programme

"Molly Avenue (Completion of N.E. Quadrant at Twine Cr.)"

"Stanfield Road (E/S) from Queensway to 300 ft. South"

"Daphne Avenue (N/S) and (S/S) from 120 ft West of Genevieve Drive to 120 ft east of Edenhurst Drive"

"Cliff Road (W/S) from Dundas to Rudar Road"

"Rosemary Drive (E/S) from Queensway to 800 ft northerly to existing walk"

"Pelham Avenue (S/S) from Ogden Avenue to Serson Park"

"Serson Avenue (S/S) from Strathy Avenue to Serson Park"

"Strathy Avenue (E/S) from Serson Avenue to Pelham Avenue"

"York Street (W/S) from Ripon Street to Scarborough High School"

Major Road Construction Programme

"Dundas Street (N/S) from Cawthra Road to Hensall"

"Cawthra Road (E/S) from North Service Road to Queensway"

"Dixie Road (E/S) from Golden Orchard Drive to Canadian Tire Intersection"

2. That \$9,880.00 cash contribution by Canadian Tire (Plan M-471), for walk construction on Dixie Road be transferred to the 1983 Sidewalk Construction Programme.
3. That the following sidewalks be added to the 1983 Sidewalk Construction Programme if funds become available after review of tender prices:

"Melville Avenue (N/S) from Palgrave Road to Joan Street"

"Studley Street (S/E) from Hull Street to Derry Road"

J.05.01
RECOMMEND ADOPTION

April 28, 1983

4. Report dated March 31 1983, from the Commissioner of Engineering and Works on the naming of a street relating to the extension of Matheson Boulevard to Renforth Drive. At the present time, Matheson Boulevard runs easterly from Hurontario Street to Dixie Road and then easterly and southerly to a point approximately 1,000 ft. north of Eglinton Avenue. When the draft industrial plan of subdivision located east of Dixie Road between Almcu Boulevard and Eglinton Avenue is registered, Matheson Boulevard will connect to Eglinton Avenue. In addition to this extension, it is proposed as part of the Airport South Secondary Plan to extend the east/west portion of Matheson Boulevard easterly to Renforth Drive to connect to Renforth Drive via a grade separated interchange.

In considering the naming of these two extensions to Matheson Boulevard, consideration was given to naming the easterly extension to Renforth Drive "Matheson Boulevard", which would involve renaming the existing Matheson Boulevard allowance southerly from the proposed extension to Eglinton Avenue and thereby affecting approximately 100 existing industrial premises, or alternatively to leave this southerly road allowance as Matheson Boulevard and provide a completely new name for the proposed easterly extension of Matheson Boulevard to Renforth Drive.

Attached to the report is a sketch identifying Matheson Boulevard west of the southerly directed road allowance as "A", identifying the southerly directed road allowance as "B" and identifying the proposed road allowance running easterly from the southerly directed road allowance connecting to Renforth Drive as "C".

Mr. Taylor recommends:

1. That the portion of Matheson Boulevard lying between Dixie Road and the proposed intersection with the re-aligned north/south portion of Matheson Boulevard (shown "A" on attached sketch) and the re-aligned north/south portion of Matheson Boulevard (shown "B" on attached sketch) remain as Matheson Boulevard.
2. That the proposed extension lying between its intersection with the re-aligned north/south portion of Matheson Boulevard and Renforth Drive (shown "C" on attached sketch) be named with a different name.
3. That the name selected be referred to the Commissioner of Engineering and Works and the Region of Peel for approval in the usual manner to ensure that no conflicts or duplications exist.

C.04.12

F.02.07

RECOMMEND ADOPTION

April 28, 1983

5. Report dated April 22, 1983, from the Commissioner of Engineering and Works, regarding the desire of the Region of Peel to assume that portion of Winston Churchill Boulevard between Steeles Avenue and Derry Road lying within the boundary of the City of Mississauga. In this connection, on April 14, 1983, the Council of the Region of Peel approved the following Resolution:

"That the Chairman meet with the Region of Halton to gain an agreement regarding the assumption of Winston Churchill Boulevard between Steeles Avenue and Highway 401;

"And further, that the City of Mississauga be requested to dedicate to the Region of Peel the portion of Winston Churchill Boulevard between Steeles Avenue and Derry Road." (It was assumed by Mr. Taylor that the intent of this resolution was for the portion of Winston Churchill Boulevard between Steeles Avenue and Derry Road within the limits of the City of Mississauga.)

In his report, Mr. Taylor points out that Winston Churchill Boulevard between the north City limits and Dundas Street is owned by the City of Mississauga. The section south of Dundas Street to Lake Ontario is a boundary road between the Regions of Peel and Halton with the road maintenance undertaken by the City of Mississauga and paid by the Region of Peel. Mr. Taylor advises that the City has progressively reconstructed and widened Winston Churchill Boulevard and the last section between Derry Road and the south grade point of the proposed 401 interchange is presently scheduled in the 1984 Capital Budget. Should the Region of Peel assume this portion of roadway is should be on the condition that it be totally reconstructed to the specifications laid down by the City of Mississauga and the work undertaken in the 1984 Capital Budget of the Region.

Mr. Taylor further points out that since the formation of the Region in 1974, the regional road system has remained substantially intact and while he could see no real advantage to the City in the Region assuming Winston Church Boulevard between Derry Road and the north City limit, he could see many disadvantages such as the City losing direct control of access, timing of traffic signal installations, vehicular speeds, signing and noise control.

Attached to Mr. Taylor's report is a copy of correspondence from City of Brampton's Councillor Robertson dated April 6th to Councillor D. Culham, together with a copy of a memorandum from Councillor Culham to the Commissioner of Engineering and Works.

Mr. Taylor recommends:

That the Regional Municipality of Peel be advised that the City of Mississauga does not concur with the assumption of Winston Churchill Boulevard between Derry Road and the north City limits by the Region of Peel."

A.02.04.05

RECOMMEND ADOPTION

April 28, 1983

6. Summary of Unfinished Business relating to the Public Works Committee
as of April 28, 1983.

A.03.04.06

RECOMMEND RECEIPT

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, MAY 19, 1983 AT 9:30 A.M.

COMMITTEE ROOM 'A'

MEMBERS: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. J. C. Saddington
Mr. D. A. Strutt
Mr. W. Schofield

PREPARED BY: Clerk's Department
DATE: May 17, 1983

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

15C/68C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, MAY 19, 1983

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.05.04.05	Ontario Recycling Update
2.	F.05.04.01	Summary of Refuse Collection data, 1966 through 1982 and projected statistics from 1983 through to 1987.
3.	C.04.07	Lisgar District - Site Development Concept Plan
4.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, MAY 19, 1983
COMMITTEE ROOM 'A' AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Letter from Ontario Recycling Information Service, received in the Mayor's Office on April 13, 1983, enclosing a copy of the November/December, 1982 and the January/February, 1983 issues of Ontario Recycling Update published by the Recycling Council of Ontario.

F.05.04.05
RECOMMEND RECEIPT

2. Summary of Refuse Collection Data assembled for the years 1966 through 1982, and the projected statistics from 1983 through to 1987.

F.05.04.01
RECOMMEND RECEIPT

3. Report dated May 16, 1983, from the Commissioner of Engineering and Works, on the Site Development Concept Plan for Lisgar District, north of Britannia Road, west of Tenth Line. Since the proposed servicing concept is so entirely different to the City of Mississauga's normal engineering standards for a residential development, the plan is submitted to the Public Works Committee for discussion purposes to evaluate the pros and cons from the City's standpoint. Attached to the report are the following Sketches:

Sketch 'A'- proposed layout of the first phase, showing modules in varying sizes from 140' to 160' by 210' to 240'.

Sketch 'B'- cross section of Private Road.

Sketch 'C'- servicing concept.

In his report, Mr. Taylor describes the servicing proposed and outlines questions and comments on the advantages and disadvantages of the concept for discussion purposes.

Mr. Taylor recommends:

That the Public Works Committee's comments on this concept be reflected into the Engineering Department's comments to the Developer with respect to the Lisgar Site Development Concept Plan.

File: C.04.07
DIRECTION REQUIRED

- 2 -

May 19, 1983

4. Summary of Unfinished Business relating to the Public Works Committee
as of May 19, 1983.

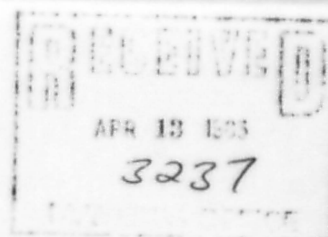
A.03.04.06
RECOMMEND RECEIPT



Ontario Recycling Information Service

A Service of the Recycling Council of Ontario

P. M. DATE May 19 1983



Dear Municipal Official:

Enclosed are the two most recent issues of "Ontario Recycling Update", the bi-monthly newsletter of the Recycling Council of Ontario.

We have also sent this material to your senior waste management staff. We would urge you and any council committees that deal with solid waste to consider our letter as well.

The Recycling Council is an association of individuals, companies, and municipalities active in recycling, who work together to encourage the growth and development of source separation in Ontario.

It is anticipated that major changes affecting the feasibility of municipal recycling will be taking place in Ontario in the coming year. Since municipalities have responsibility for the collection and/or disposal of municipal wastes, they will inevitably be affected. Keeping abreast of these new developments will be important for two reasons:

- 1) municipalities stand to realise waste management savings through aggressive recycling, and;
- 2) municipalities should be aware of policy changes planned at the Provincial level to ensure that any such changes make sense to you.

We would like to bring to your attention once again an issue with which you may recently have had some dealings: proposed changes in Ontario's soft drink container regulations and the potential impact of those proposals on waste management at the municipal level.

The Ontario Ministry of the Environment started, a year or more ago, to accept and evaluate a number of competing industry proposals on how existing beverage container regulations might be amended.

The Recycling Council first became aware of this review in August of 1982, and has taken an active role since then in monitoring and lobbying the Government as it works towards a final decision.

One of the many options presented to the Government is of particular interest to municipalities. Put forward by Alcan Canada Products Limited, to so-called "recycling option" is the only proposal to address all recyclable municipal waste.

If implemented, the recycling option would allow the entry of the aluminum beverage can into Ontario. What makes this of relevance to municipalities is that the aluminum can is readily recyclable, and a proven major generator of revenue for recycling programs. Alcan has guaranteed a floor price of \$900 per ton for three years.

We are now working towards guarantees from Alcan and the Province that recycling programs will have to collect less profitable materials as well as the aluminum, so that the beverage container issue then becomes a broader waste management issue.

Ryerson Energy Centre, 50 Gould St., Toronto, Ontario M5B 1E8
(416) 593-1756 (Toronto area) or 1-800-387-2617 (Toll-free)

This paper contains recycled post-consumer fibres

11

The recycling proposal has been evaluated by both the Recycling Council and the Ministry of the Environment, and found to be based on sound assumptions.

In that proposal, an expected 10% reduction in residential solid waste is predicted, through the curbside collection of newspapers, glass, steel/tin cans, and aluminum cans. Costing shows that the revenue generated by the presence of aluminum will make these programs economically viable.

In addition, the collection of office paper grades and corrugated cardboard is expected to have a real and significant impact on commercial and industrial waste generation.

The traditional stumbling block to the growth of recycling has been a shortage of secure markets, especially for newspapers. Alcan has addressed this as well, and is negotiating with the Ontario Paper Company and other end-users of recycled materials, to ensure that this time, the markets will be there when needed.

The Recycling Council is involved at the heart of these issues, and is recognized by the Provincial Ministry of the Environment as a sound and practical advisor on recycling.

We also work to keep our membership and our newsletter subscribers informed as to the progress of our work. Currently, we are publishing new information on the beverage container regulations with every issue of our newsletter.

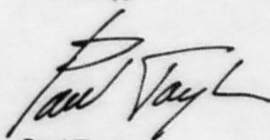
As well, we sent a copy of our 18-page response to the Government's Discussion Paper out to all of our members. Many of them, (including municipalities), found it was a good starting place for their own submission to the Government.

We keep Ontario informed about the rapid growth in municipal recycling. We help the Provincial Government design policy to make it work. We solicit the views of municipalities, recycling program operators, and materials end-users, to make sure that their interests are represented.

As the chairman of a municipal council, you should keep up to date on recycling. Even if there are currently no programs operating or planned in your area, we think it likely that you will have to look into recycling in the not-too-distant future. The Alcan recycling proposal will make that much of a difference, if the Government accepts it.

Subscribe now to our newsletter, or become a member of the Recycling Council. You will need to keep informed as recycling unfolds and develops in Ontario.

Sincerely,



Paul Taylor,
General Manager

ONTARIO RECYCLING UPDATE

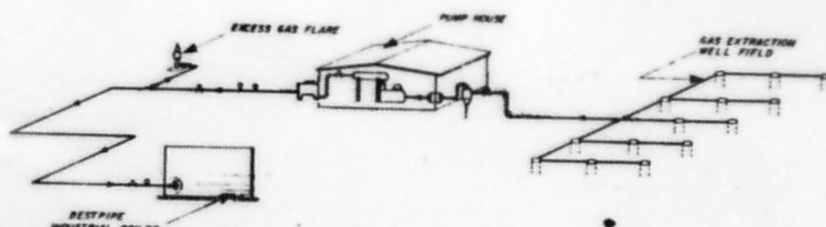
Published by the Recycling Council of Ontario, Vol. III, No. 1, Jan./Feb. 1983

Innovative Program Aims to Improve Industrial Waste Management

An industrial waste management demonstration program got underway in the Region of Waterloo in February, 1983. The goal of the program is to encourage industry to maximize the disposal of their waste materials in ways acceptable both to the environment and the community. A major part of the program will be to encourage industry to adopt proven methods and techniques for re-using and recycling "waste" materials.

Background work for the program was conducted in the summer and fall of last year. A survey of Ontario industries strongly indicated that most companies are keen to maintain an image as good corporate citizens. However, in many cases, industry was not aware that their waste materials could be detrimental to both community and environmental health. In light of this work, the demonstration program has been designed to provide industry with detailed technical information relating to waste management, and to involve all sectors of the community in industrial waste management issues.

A number of activities are planned for between now and September, when the program will be evaluated. An industrial waste information centre has already been established and letters introducing the program have been sent to all industries in the Region as well as to community leaders and municipal officials. Future activities are anticipated to include industry seminars, a local waste exchange, community workshops, and school tours of waste management facilities. Feedback and suggestions for program improvements from all sectors of the community, as well as



Kitchener Taps Old Landfill for Energy

The Official Opening of the Kitchener Landfill Gas Utilization Project took place on January 27, 1983. The project is the first of its kind in Canada to operate on a commercial basis. It was developed by the Regional Municipality of Waterloo and Bestpipe (A Division of Lake Ontario Cement), a company that makes concrete pipes. Financial assistance came from the Ontario Ministry of Energy and Environment Canada through its DRECT Program (Development and Demonstration of Resource and Energy Conservation Technology).

The Kitchener landfill site, closed five years ago, contains almost two million

tons of waste dumped over a 20 year period. As the garbage decomposes it produces biogas, about 35% of which is methane.

A total of 15 wells have been dug to tap the gas. The gas is pumped to Bestpipe where it fuels a boiler. The boiler generates steam for use in a kiln which cures the concrete.

The biogas replaces the more expensive natural gas. Bestpipe anticipates a savings of 20% on its fuel bills in the first year. It is anticipated that over 8.5 million cubic metres of natural gas will be displaced over the next 15 years.

from those outside the Region, are welcomed -- call the Industrial Waste Management Program Centre at (519) 885-9500, in Cambridge.

The program is funded by Environment Canada, with support from the Ontario Ministry of the Environment. Those parts of the program which succeed in reaching program objectives are anticipated to be transferred to other parts of Canada and hold the potential for making a substantial contribution to federal industrial waste management policy. Prime contractors for the program are Resource Integration Systems Ltd., of Toronto in association with the Ontario Research Foundation, Hans Mooij and Associates and Proctor and Redfern.

Information Service Funded for Third Year

The Recycling Council of Ontario has received a C.C.D.P. (Canada Community Development Project) grant to operate the Ontario Recycling Information Service for a third year - February 1983 to February 1984.

Judy Vellend has become Manager of the Information Service, and Cyndi Obee has joined the staff as Information Officer. Cyndi is a recent graduate of the Environmental Studies program at the University of Waterloo. She has experience as an Information Officer at Pollution Probe, Toronto.

editorial

A Waste Management Blueprint for Ontario

Several months ago the Hon. Keith Norton announced that the Ministry of the Environment was developing a long range blueprint for waste management in Ontario. He asked for input from all sectors in order to ensure that the plans developed represented everyone's interests as much as possible.

To tell the truth, we were a little cynical. We're used to governments asking for our opinions when we're sure they've already made up their mind about what they want to do. We were wrong.

Our discussions with Ministry staff over the past month or two have convinced us that they really do want input. They are wrestling with some difficult issues, they know from past experience that the public does have a high level of concern about waste management issues, and they need our input now in order to help them decide which policies to recommend in their blueprint. Now it's up to us.

The RCO is in the process of completing an extensive submission to the Ministry. We'd like to include your opinions and thoughts, whichever waste management issue they may cover. We'd also like to encourage individuals and organizations to send comments directly to the Ministry.

We all have to act fairly quickly. The Ministry is planning to start drafting its recommendations around the end of March, so that the final draft blueprint can be released by the Minister in June. There will be a chance for further comment at that time, but the best time to have an impact is right now. The final blueprint is intended to guide the government through the rest of this decade. Let's not miss this opportunity.

R.C.O. Elects New Board

At its Annual General Meeting held in Toronto last November, the Recycling Council of Ontario elected a new Board of Directors. The new Board then held its first full meeting on the 8th of January of this year. On the agenda was the election of Officers of the Corporation, to be chosen from amongst the Board. Listed below are the new Officers and Directors:

Chairman and Director
Michael Wheeler, Richmond Hill
Recycling Corporation,
Richmond Hill

Vice-Chairman and Director
Antoinette Ellis, Resource
Integration Systems Ltd.,
Toronto

Secretary-Treasurer and Director
Brian McMullen, Niagara
Recycling Ltd., Welland

Directors
Carmen Bauman, Grey-Bruce
Waste Recycling, Owen Sound
Thom Dean, Ryerson Energy
Centre, Toronto

Gwen Hartley, Halton's
Recycled Resources Ltd.,
Burlington

Nyle Ludolph, Total Recycling
Systems Ltd., Kitchener

Jack McGinnis, Is-Five
Foundation, Toronto

Peter Pos, Department of
Public Works, Town of Ajax

Staff Representative and Director
Paul Taylor, Oakville

Announcement:

The Ontario Recycling Information Service is available to do consulting work in the field of municipal recycling and waste reduction programs. For more information, contact:

Paul Taylor
Ontario Recycling Information
Service
Ryerson Energy Centre
50 Gould St.
Toronto, Ont. M5B 1E8
Tel. 593-1756, 1-800-387-2617

ONTARIO RECYCLING UPDATE Volume III, No. 1

Editor: Jack McGinnis
Contributors:

Toni Ellis, Doug Hickman, Cyndi Obee,
Paul Taylor, Judy Vellend, Michael
Wheeler.

Ontario Recycling Update is a publication of the Recycling Council of Ontario. The Council is an independent not-for-profit corporation active in the field of municipal waste management and recycling.

Membership in the R.C.O. is:

\$10.00/year for individuals

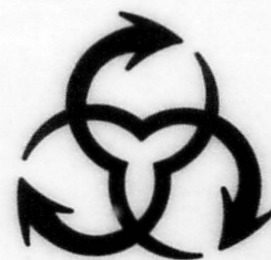
\$25.00/year for non-individuals

Membership includes a newsletter subscription.

Readers' comments, questions and suggestions are welcomed.

Recycling Council of Ontario
c/o Ontario Recycling
Information Service
Energy Centre
Ryerson Polytechnical Institute
50 Gould St.
Toronto, Ontario M5B 1E8
593-1756 (Toronto area)
1-800-387-2617 (Ontario-wide,
toll-free)

"It is the belief of the members of the Recycling Council of Ontario that: Our society could make wiser use of the natural resources upon which it relies, by reducing needless waste and by incorporating the logic of recycling into all aspects of its use of those resources."





Courtesy of York Board of Education.

New Enterprise Recycles Waste Wood

A unique venture that recycles waste wood recently opened its doors in the Borough of York. York Woodworks, a division of Youth Ventures, began operation in August 1982. It is currently collecting hardwood pallets from warehouses, dismantling them, and cutting the wood to twelve inch lengths for sale to homeowners as firewood. Joan Miles, Project Manager, says that the demand is good; many of the requests are for half and full cords of wood, in addition to the 18 pound bags. A special job during the November municipal elections involved cutting 13,000 election poster stakes.

In the future, Ms. Miles points out, the company will likely become a broker - buying and selling various kinds of wood. She also foresees diversification into mill work (standardized, mass production of table legs, for example) and the construction of small objects (such as play blocks) and simple furniture.

York Woodworks provides employment for young people who might otherwise have difficulty getting a job

because of their age, poor education or lack of work experience. Currently 7 out of the 9 staff are in this target group. The York Board of Education supplements the staff's work experience with educational and counselling services. Remedial instruction and job counselling are provided when needed.

Stratford Makes Fuel From Garbage

The City of Stratford is looking into the possibility of turning garbage into fuel. Experiments have been done using baled garbage supplied by the Experimental Plant for Resource Recovery in Downsview. The garbage, from which glass, metal and cardboard have already been removed, is made into pellets using the same equipment that feed mills use to produce feed pellets. Experiments have also been carried out making pellets from sawdust, leaves, newspaper and straw. The use of cornstalks may also hold some potential. The pellets are being tested in a furnace designed to burn pellets from

Beverage Container Update

In the last issue of the Update, the Ministry of the Environment's review of its soft drink container program was discussed. The response to the Government's discussion paper has been good. About 2,000 copies of the paper were sent out at the end of December to recycling and environmental groups; over one hundred submissions have been received to date.

The Recycling Council's response to the discussion paper was sent out to its own membership, and about 30 members wrote the Ministry individually to re-inforce the Council's position.

Joe Petoia, of the Ministry's Waste Management Branch, says, "right now, we're reading through all the submissions we've received, and are trying to roughly group them all by what option or options they favour." He noted that a number of papers contain new and original ideas on how different options might work, and that many are quite interesting and constructive.

From here the Ministry will work to refine options preferred by the respondents, and has made it clear that the Recycling Council will be asked for more input during this developmental phase.

Environment Canada Encourages Rubber Recycling

The over 20 million tires disposed of annually in Canada are a major disposal problem, as well as a waste of resources. There are ways, however, to reuse and recycle old tires. Geoff Rathbone of Environment Canada would like to see more rubber recycling programs, and to that end has undertaken to link people, information and resources. He would like to hear from people who are interested in, or involved in the field.

Worn out automobile tires have always caused disposal problems. When dumped into landfills, they often tend to work back up to the surface, months or even years later. The tires are unsightly and make excellent breeding grounds for rodents and mosquitoes. Tires that are stockpiled in garages and warehouses also cause problems because of the fire hazard they pose.

Old tires can be reused or recycled in a number of ways:

Reuse - Tires can be retreaded to extend their useful life. The total number of available tires, however, greatly exceeds the number that can be used in this way. In addition, steel belted radials are more difficult to retread. Tires can also be reused as garage and dock bumpers, and reef barriers, but these uses are limited.

New Products - Tires can be ground, melted and remolded to make new rubber products such as shoe soles, floor mats and garbage cans. The tires are ground by feeding them through a shredding machine, which cuts them into small chunks. Cryogenic grinding methods are also used. This process uses liquid nitrogen or carbon dioxide to bring the

tires to very low temperatures, where they are then ground into powder.

Road Paving - Tires are ground and used in the asphalt mix. Lab and road tests to date indicate that the quality is comparable with the traditional asphalt mix, but the cost is somewhat higher in the short term. To properly evaluate the long term performance, testing over a 20-25 year period would be needed. Also being explored is the use of waste rubber in surface treatments, i.e. for repairs, and as a roadway sub-base.

Fuel - Fuel can be made from rubber by means of two different processes: gasification and pyrolysis. Materials derived from these processes include hydrocarbon gases, pyrolytic oil, and carbon black. Rubber can also be ground and used as a fuel, e.g.

Continued on p.8

international

Successful Business Washes Bottles for Wineries

A California company, ENCORE (Environmental Container Reuse), has made a successful business of washing and selling used bottles. The bottles are purchased from wineries, recycling centres, garbage collection companies, and individuals who pick up from restaurants and bars. The bottles are sorted by type, washed and sterilized, and packed in new cases. Most of the cleaned bottles are sold to wineries, with a small percentage going to vinegar companies, home wine supply shops, chemical companies and individuals. The company processes approximately 30,000 cases per month. Dick Evans, Manager of Encore, says that the demand is good, since their bottles cost up to 30% less than new bottles.

Mr. Evans explains that the success of his business relates to the fact that Northern California has 400

wineries which are potential sources and markets for the bottles. There are similar operations in Seattle, Washington, and southern California, as well as in Europe and Japan. To determine the feasibility of a bottle-washing operation in a particular location, an assessment of the supply/market situation would first be needed.



ENCORE!

Special Collection of Hazardous Household Waste

(From Volume 6 No. 11 of Urban Innovation Abroad, published by the Council for International Urban Liaison, Washington, D.C.)

Lüneburg, a city in Germany with a population of 61,000 has initiated a program to deal with hazardous domestic wastes. The Sanitation Department "launched an appeal with media support calling on citizens to bring paint remnants, unused prescription drugs, solvents, pesticides, and other noxious substances to a department collection point on a specific day." The aim was to collect dangerous waste items that should not make their way to a landfill site. The yields included "nearly a hundred thousand mercury-containing pills from

Continued on p.7

For the next few issues of the update, this page will be devoted to describing how one material is recycled. It will help answer the questions: What happens to the glass, cans, paper etc. that you put out for a special collection, or take to the recycling depot? What companies buy the materials? In to what are they made? What are the benefits of using this 'waste' material?



There are many recycling depots in Ontario where householders can take old bottles and jars. A few towns and cities collect them curbside, sometimes as part of a pilot program. There are also some businesses that collect from hotels, restaurants and bars.

Almost all of the old bottles and jars are purchased by companies that use them to manufacture new bottles and jars. There are five plants in Ontario that do this.

At the plant, the old bottles are crushed to make what is called cullet. The cullet is mixed with sand, limestone and soda ash, and melted in a furnace. The molten glass is then molded into new containers. Currently Ontario companies are using approximately 10% cullet; up to 55 or 60% could be used.

If contaminants, such as metal caps and rings, or pieces of ceramics from old dishes, are mixed in with the old bottles, this can cause problems in the manufacturing process. Pieces of metal or ceramics imbedded in a new container create a clear blemish and weaken the strength of the glass. Furthermore, these materials accumulate on the floor of the furnace, leading to increased maintenance problems and the possibility of damage to the furnace itself. One plant has a beneficiation unit that removes the contaminants as the first step in the re-manufacturing process. But



Pieces of metal and ceramic are serious contaminants which must be removed by hand. Please remove caps and rings from bottles and do not include ceramics or crockery.

Recyclers! - it is best if you remove all contaminants from your bottles before you take them to the recycling depot.



Bottles and jars have been crushed and cleaned and the glass is now ready for use in the furnace.

BENEFITS TO EVERYONE

Energy Savings - It takes less energy to manufacture new glass containers from old glass than from all raw materials. If, for example, 40% cullet is used, the savings are 14%. The use of waste glass allows the glass companies to operate their furnaces at a lower temperature. This means that the life of the furnace is increased.

Environmental Protection - When waste glass is used in the manufacturing process, stack emissions are reduced; this means less air pollution.

Longer landfill life and reduced waste management costs - Every ton of glass recycled is one ton of garbage that is not collected and dumped at the landfill site.

personal profiles

"I was raised in a family that hated waste, and we were careful with the things that we had. As well, I feel my parents really taught me to appreciate nature. As I grew older and saw some of the things that we were doing to the environment, I became angry."

With these comments, Ruth Johnson, Chairman of the North York Environmental Control Committee for the past three years, began this edition's Personal Profiles interview. Her involvement in recycling, and what this has come to mean for her, is best told in her own words. She continued:

"Fifteen or sixteen years ago, I remember hearing about how the phosphates in the lakes were turning them green and smelly, and about the growing problems with waste. I didn't look into them any more than anyone else did, though I did start to feel kind of anxious. As time went on I really began to read what the newspapers were telling us about the dumping and incineration of garbage, and the problems these created. At a certain point I decided to go all the way. That point was after a sermon I heard at

**"This earth is a gift
and we are privileged to
be its stewards, the
keepers of the garden.
Let's not squander
our inheritance."**

Church, a sermon that wasn't even about the environment; rather about attitude. I don't remember the words, but what I came out with was: "If you believe in something and really feel there is something that can be done, then you have no right to sit back and not do all you can in the direction of trying to correct things."



Courtesy of Renewable Energy in Canada.

So twelve years ago I went to our local North York Council and told them that recycling was a way of doing something. I felt we should have some recycling depots in the borough similar to others that were in Metropolitan Toronto. At that time, I got the gentle pat on the back and the response: "Don't worry about that - there aren't enough people here interested in them." Instead of putting things out of my mind, I opened a depot in our garage. I live across the street from a school and thought that, if I'm going to drive all the way to Scarborough with recyclables, then I might as well make the trip worthwhile. If the kids wanted to leave stuff from their families in our garage on their way to school, fine. It grew. First thing we knew, people had heard about the garage and were coming from as far away as Aurora and Newmarket, as well as from all over North York. That was proof that people did care, if there was someone out there who was willing to help them."

The initial experience of approaching the borough taught Ruth that she could have more influence if she worked from inside then from outside. She ran the depot in her garage for four years, and then applied to get on the Environmental Committee. She has been there ever since.

Ruth is the author of two books, *What to do Till the Garbage Man Arrives* and *The Creative Cook's Recycling Book* in which she shares practical ideas of implementing her conviction that recycling isn't everything; rather it's a part of a whole series of alternatives that include the "reject, reuse, recycle" ethic. From her point of view, it's a matter of not creating the waste that needs to be disposed of in the first place. Rejecting unnecessary products and re-using "garbage" comes before recycling.

As she wrote in the final paragraph of her *The Creative Cook's Recycling Book*:

"This Earth is precious and our garbage habits obscene. Our forefathers harvested and consumed frugally, and because of that we enjoy a land of plenty. We can afford abundance, but this does not give us license to waste. This Earth is a gift and we are privileged to be its stewards, the keepers of the garden. Let's not squander our inheritance."

Provincial, cont'd. from p.3.

Hydro Recycles Own Scrap Metal

Ontario Hydro recycles 12,000 tons of scrap metal (cables, transformers, conductors etc.) from across the Province each year. According to Charles Fisher, Surplus Sales Supervisor at Hydro, regional offices send their large amounts of scrap directly to dealers. Smaller volumes are shipped to a Toronto area depot for manual sorting, where possible, into individual metals; while Hydro reckons this labour intensive job costs between 1 and 2¢ per pound, it is clearly worth it. The overall revenue generated by scrap metal sales is \$3 to 4 million annually. Asked if Hydro would continue to recycle if the economics weren't as favourable, Fisher replied, "we like to be good corporate citizens...and besides, we have to put the stuff someplace."

resources

Towards a Comprehensive Waste Management Strategy for the City of Ottawa (Pollution Probe Ottawa-Carleton, October 1982, 125 pages)

Pollution Probe (Ottawa-Carleton) recommends that the City of Ottawa adopt a waste management policy based on the 3 R's of reduction, re-use and recycling. This option is presented as an alternative to an energy from waste plant, for which a feasibility study is currently underway. It is argued that equally extensive research should be done on the 3 R's option in order to compare the costs and benefits of the alternatives.

The report offers a detailed analysis of each major component of the waste stream (paper, glass, metal, rubber, organic waste, plastics and oil) in terms of how to improve and/or implement a 3 R's program. Each material is discussed under the following headings: current end use, current demand and price, source, supply, current recovery rates, processing, impediments to recovery programs, and developing current and new markets. A series of recommendations are made, including the formation of a Development Agency to develop and manage a 3 R's program.

This publication is recommended as a valuable guide for those who would like to see their municipality take a more serious look at incorpor-

ating the 3 R's into its waste management program.

Copies are available from Dave Curry, Director of Operations, Dept. of Physical Environment, City of Ottawa, 6th floor, 1355 Bank St., Ottawa, Ontario K1H 8K7.

Critical Review of V.H.C. Environmental Assessment Report (Citizens' Coalition to Maintain the Environment, September 1982)

This document was produced in response to the Environmental Assessment Report by the Victoria Hospital in London, Ontario, for its proposed energy from waste facility. Citizens' Coalition to Maintain the Environment is a local citizens' group that is opposing the plant. The numerous reports and communications included in this document provide a detailed argument for the Coalition's stand.

The Coalition is concerned that the plant will create air pollution and feels that the location is not suitable; it is in a Hospital complex, in the middle of a residential neighborhood, on the edge of a natural area, and in a valley. The case is currently before a Consolidated Board (Ontario Municipal Board and Environmental Assessment Board). The Coalition feels that the outcome will set a precedent; the concern is that if the London plant gets the go-ahead, other plants will

likely be exempted from a full environmental assessment. The Coalition is seeking financial contributions to assist it in its work.

Copies of the report are available at cost from: Rick Odegaard, C.C.M.E., 55 Becher St., London, Ontario N6C 1A6, (519) 681-3360.

Organic Compost (Peter Provias, Waste Management Branch, Ontario Ministry of the Environment, June 1982, 13 pages)

This publication describes the composting process at the Experimental Plant for Resource Recovery in Downsview. It lists the physical characteristics and nutrient values of the finished compost material, addresses the question of possible heavy metal contamination, and outlines efforts at market development. Copies are available from the Ontario Recycling Information Service (see Editorial Box).

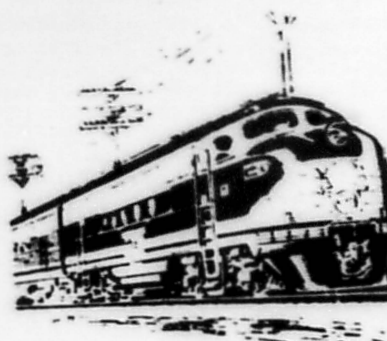
Metro Toronto Recycling Directory (Ontario Recycling Information Service, January 1983, 1 page)

An updated version of the Metro Directory is now available. It lists the recycling depots for bottles and cans, and the newspaper collection programs. Copies are available from the Ontario Recycling Information Service (see Editorial box).

Special Collection, cont'd. from p.4

a defunct laboratory, a hundredweight of bleach, over a hundred defective mercury thermometers, several laboratory vials filled with arsenic, a corroded chlorine flask, and poisonous herbicides." The Director of the Sanitation Department commented, "Unthinkable what might have happened if that stuff found its way into the groundwater or unprotected garbage dumps." These special collections are now held four times a year.

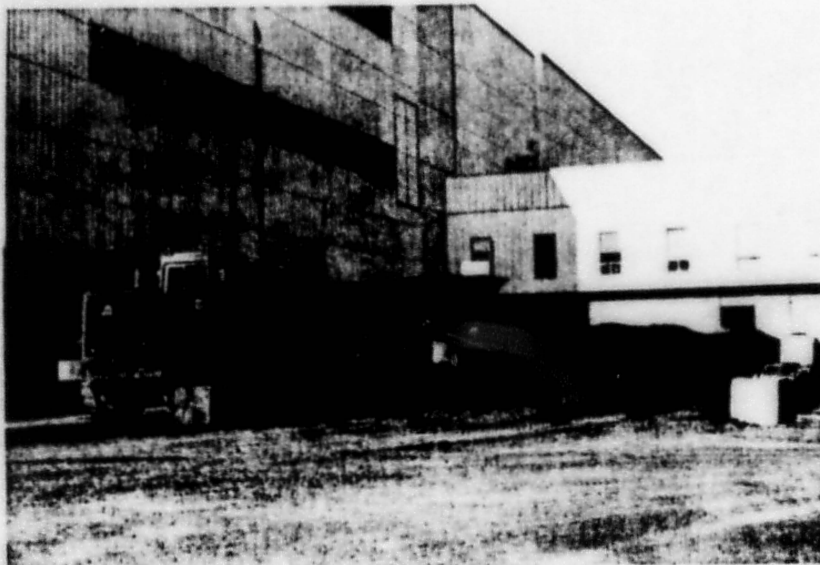
Are you on the move?



Please let us know if your address has changed. This way we can insure that you keep receiving your Ontario Recycling Update. Thanks.

Name _____
Organization _____
New Address _____
New Phone Number _____

Mail to:
Recycling Council of Ontario
Ontario Recycling Information
Service
Ryerson Energy Centre
50 Gould St.
Toronto, Ontario M5B 1E8



The Canada Cement Lafarge Company, St. Constant, Quebec.

in cement kilns. It has the same BTU value as coal and has a lower sulphur content.

Currently these technologies are being used in:

The U.S. and the Province of Saskatchewan - An asphalt mixture is used in their highways.

Quebec - The Canada Cement Lafarge Co. uses rubber as a fuel, and expects to use all of the waste tires generated by the Province.

British Columbia - The North West Rubber Co. shreds and melts used tires, to make agricultural mats used as a floor covering in livestock pens and transport vehicles.

The Canada Cement Lafarge Co. and the North West Rubber Co. have both received aid for these projects under Environment Canada's DRECT program, Development and Demonstration of Resource and Energy Conservation Technology.

Geoff Rathbone is interested in hearing from any individuals or companies who are involved in, or would like to become involved in rubber recycling. Contact Mr. Rathbone at:

Environmental Protection
Service
25 St. Clair Ave. E.
7th floor
Toronto, Ontario M4T 1M2
(416) 966-5840

ONTARIO RECYCLING INFORMATION SERVICE

Energy Centre
Ryerson Polytechnical Institute
50 Gould St.
Toronto, Ont.
MSB 1E8

ONTARIO RECYCLING UPDATE

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various combinations of points from one with points from another. In fact, there are two industry proposals before the Ministry which have become the main specific plans being considered.

One proposal, representing the interests of some independent bottlers, asks for complete deregulation of the industry (all types of non-refillable and refillable beverage containers may be sold, without limit). The proponents recommended that all beverage containers then be returned through an independent depot system (rather than to the point where they were purchased) as in Option 3 in the Ministry's discussion paper.

The second proposal, from Alcan Canada Products, argues that all beverage containers should be technically and economically recyclable, asks for the right to sell all aluminum cans in competition with existing mixed metal cans, but leaves decisions regarding other containers and the refillable/non-refillable mix to

Continued on p.2

Ministry Reviews Soft Drink Container Policy

Recent developments regarding beverage container legislation in Ontario could potentially have major impacts on recycling across the Province. After several months of internal discussions and analysis of various industry proposals, the Ministry of the Environment has just released a discussion paper outlining the options the government is considering.

In the middle of the current debate regarding beverage packaging lies a 10 year old issue--the balance between refillable and non-refillable containers. The Ministry is attempting to determine the appropriate balance--given a variety of environmental, economic, and solid waste factors -- and is also trying to decide how it can realistically enforce whatever balance is ultimately legislated.

Recyclability has become a key issue in the Ministry's considerations, but it is not yet clear whether the development of effective recycling systems will be a top priority in final plans. Recycling may be pushed aside by industry pressure for non-recyclable containers, or by other compet-

ing proposals.

The 5 options outlined by the Ministry, in brief summary form, are:

1. Strict enforcement of the current regulations.
2. Minor revisions to the regulations, with strict enforcement (revisions relating mainly to shelf space and advertising).
3. Introduction of new containers (plastic covered glass, etc.) matched with introduction of a depot system (return through independent depot rather than at point of purchase, consumers pay cost of depot system, possibly along with some government subsidy). Recycling of non-refillable containers is assumed to be part of this option in some form.
4. Introduction of new containers, provided they are recyclable, and manufacturers commit to meet specific recycling targets (certain percentage of containers recovered through recycling systems).
5. Enforce a 75/25 ratio of refillables to non-refillables.

These options, as outlined by the Ministry, are somewhat indistinct, since there can be

We have moved.....

At long last the Recycling Information Centre has moved. We are still a service of the Recycling Council of Ontario, but we are now operated as a project of the Ryerson Energy Centre. We will be referred to as the Ontario Recycling Information Service.

Our new address is:

Ontario Recycling Information
Service
Energy Centre
Ryerson Polytechnical Institute
50 Gould St.
Toronto, Ontario
M5B 1E8

Our new phone numbers are:

593-1756 (Toronto area)
1-800-387-2617 (Ontario-wide
toll-free)

editorial

Time For The 3R's More Than Ever . . .

For the past ten years or more environmental and recycling groups across Ontario have been working to make the 3R's — reduction, reuse, and recycling — a real part of municipal and provincial waste management programs and policies. There are several developments occurring at this moment at the provincial level in Ontario which could have an impact on waste management in this province for the next 10 years or more.

The Ontario Ministry of the Environment is currently considering changes in beverage container legislation (see story, p. 1). The Recycling Council has submitted a brief to the Ministry supporting the inclusion of recycling as a key component of provincial plans regarding beverage containers.

The Ontario Ministry of the Environment is also currently taking a major long-term look at waste management policies in Ontario (see story, p. 7). We will

be submitting an RCO brief, urging once again that the 3R's be an integral part of all Ministry policies and plans.

Finally, the Ontario Waste Management Corporation (OWMC), a provincial crown corporation, has just announced that it has narrowed its search for a long term treatment facility for hazardous and special wastes generated by Ontario industries.

In each of these cases, there is no doubt that the 3R's do not provide a total solution to the problems being addressed. We agree with the Ministry's position that proper disposal methods must be part of our waste management strategies, since reduction, reuse and recycling cannot totally eliminate waste. However, we do believe that the 3R's should be a key part of the solution in each of the cases mentioned. We urge the government to make the 3R's a serious part of future waste management in Ontario.

Soft Drink *cont'd. from p. 1*

the government. In return, Alcan is willing to commit to supporting the development of multi-material recycling in Ontario—e.g., a system to recover aluminum cans in place before the first new can is sold, Alcan to purchase the valuable recovered aluminum only through systems which commit to multi-material recovery (newspapers, glass, etc. as well as the aluminum).

The Alcan proposal is essentially identical to the municipally-based, multi-material recycling system that the Recycling Council has been working for several years to develop in Ontario. While the RCO believes that a refillable beverage system is ideal, all options being considered by the Ministry include some percentage of non-refillable containers. After careful consideration of the specific details of competing proposals, the RCO decided to formally support the Alcan recycling proposal.

The issue is complex, and the RCO position is matched with certain conditions, such as the recommendation that the Ministry set very specific guidelines regarding recyclability of all containers and develop methods by which such

guidelines can effectively be enforced. The RCO has also recommended that a firm commitment to refillables, such as the 75/25 split outlined in Option #5, be established by the Ministry and that workable enforcement mechanisms be developed. A copy of RCO briefs and letters to the Minister of the Environment can be obtained from our office, as can some additional information regarding this issue. The Ministry discussion paper can be obtained from: Mr. R. Gotts, Waste Management Branch, Ministry of the Environment, 135 St. Clair Ave. W., Toronto (M4V 1P5). Responses to the discussion paper must be submitted to the same address, in writing, by January 31, 1983.

The Ministry has not yet announced exactly what will take place following the January deadline, but it is expected that the government will move fairly quickly to a final decision. We would encourage RCO members and others interested in recycling in Ontario to make their views known in the hope that recycling will be a top priority within whatever plans the government develops.

See also Waste Management Blueprint, on p. 7

ONTARIO RECYCLING UPDATE Volume II, No. 5

Editor: Jack McGinnis

Contributors:

Jack McGinnis, Paul Taylor,
Judy Vellend

Ontario Recycling Update is a publication of the Recycling Council of Ontario. The Council is an independent not-for-profit corporation active in the field of municipal waste management and recycling.

Membership in the R.C.O. is:

\$10.00/year for individuals

\$25.00/year for non-individuals

Membership includes a newsletter subscription.

Readers' comments, questions and suggestions are welcomed.

Recycling Council of Ontario
c/o Ontario Recycling
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Energy Centre
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Toronto, Ontario M5B 1E8
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1-800-387-2617 (Ontario-wide,
toll-free)

Membership applications should be mailed to:

Recycling Council of Ontario
Box 138, Station 'B'
Ottawa, Ontario, K1P 6C3

"It is the belief of the members of the Recycling Council of Ontario that: Our society could make wiser use of the natural resources upon which it relies, by reducing needless waste and by incorporating the logic of recycling into all aspects of its use of those resources."



Additional Source Separation Grants Announced

The Ontario Ministry of the Environment has awarded three grants since September 1982 under its Source Separation Funding Program. (See Ontario Recycling Update, Vol. II, No. 3, re. initial grants.)

M.O.R. Resources in Ottawa has received \$10,000 (Sept. 1982 - March 1983) to implement office paper recovery programs. These funds will cover administrative time as well as some advertising. The Ministry is also helping by providing some of the needed equipment.

The Durham Recycling Centre in Oshawa has been awarded up to \$10,000 (Oct. 1982 - March 1983) to help it weather the hard times caused by depressed markets. The Centre has been active for several years, operating multi-material, curbside and depot programs, as well as office paper collections.

The East York Conservation Centre (E.Y.C.C.) in Metro Toronto will receive up to \$20,900 (Oct. 1982 - March 1983) for its curbside newspaper collection and office paper programs.

In the case of the E.Y.C.C. and Durham Recycling, the grants are intended to cover deficits incurred during the specified period up to the allocated amount. The programs are reviewed each year with the possibility of additional grants for up to three years. Self-sufficiency at the end of that time is the goal; guaranteed markets and increasing quantities of materials collected are considered essential for achievement of that goal.

For information about the Funding Program, contact Adam Ciulini, Waste Management Branch, Ministry of the Environment, (416) 965-9671.

Toronto Company Weathers Hard Times

Waste paper collectors and dealers have faced hard times over the past year with the serious slump in the market for waste fibre. One enterprise which has weathered this difficult period is Youth Ventures, Toronto. Debbie Long, Manager of Youth Ventures, explains that the company has been successful in increasing the volume of paper collected in order to offset the decrease in prices. "Maintaining good service to customers with reliable pick-ups is essential," she points out.

Youth Ventures has now completed its second year of operation. In that time it has collected 7,000 tons of office paper, and has provided employment to young people who might otherwise have difficulty getting a job because of their age, poor education or lack of work experience. Currently, 11 out of the 15 staff are in this target group.

Recovery Rates Rise With Special Containers

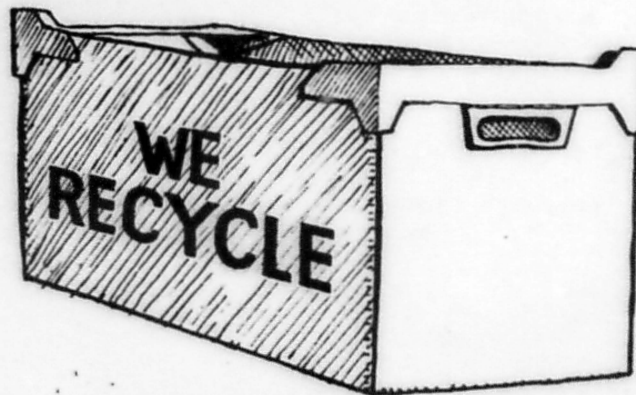
The use of special containers by 250 homes is part of an experimental 'recycling' program undertaken by Total Recycling Systems Ltd. in Kitchener. The total pilot area contains 1100 homes, or one garbage beat. The program's goal is to maximize recovery and to make recycling an integral part of the waste management system. Householders use the containers to place newspapers, bottles, ferrous cans and 'other' paper at the curb for a special once-a-week collection, which takes place on the same day as the regular garbage collection. Nyle Ludolph, Total's Manager, explains that the container has several benefits. It makes it easy for the householder to store and put out materials for pick-up, and it makes it easy for the collector to spot the recyclables. Its presence in the home and on the street acts as a constant reminder.

The effect on the quantity of material recovered is impressive. Without containers

the participation rates for news were 60%, for glass 22%, and for cans 15%. With containers the rates were 75%, 52% and 44% respectively. These higher rates mean a much earlier break-even point for the program.

The containers were only one of several promotional techniques utilized. Flyers and newsletters were delivered

door-to-door, contact was made with schools and local residents' groups, feedback was given on how the program was going, and endorsement by the local Council was secured. Information about composting, as well as 50 free composters, were provided, as was general information about other ways to cut down on waste.



National

B.C. Supports Recycling Despite Difficulties

A Conference titled "Recycling Initiatives by Local Governments in B.C." was held on December 9, 1982, in Penticton, B.C. It was hosted by the Waste Management Branch of the B.C. Ministry of the Environment. Papers were presented by local recycling program operators, municipal government officials, a waste management consultant and a representative from Consumer's Glass. While B.C. is facing the same difficulties as other provinces - including weak markets - interest in recycling remains strong and has the active support of the Provincial government. On the day following the Conference, the

Secondary Resources Development Council held a regional meeting between the Council's executive and western Canadian members.

(For a more detailed report of the Conference, see the TRAC Record, Vol. 3, No. 4, available from City Clerk's Dept., 2nd floor, City Hall, Toronto, Ontario M5H 2N2.)

S.R.D.C. Releases News Markets Study

The Secondary Resources Development Council has released a background paper to further the discussion of expanding markets for old newspapers across Canada.

The report, available in both French and English, sum-

marizes and updates arguments for the promotion of de-inking, the use of unde-inked news, and the use of news fibres in the manufacture of animal bedding.

The first two strategies are especially recommended in light of recent government initiatives to deal with looming fibre shortages in the pulp and paper industry.

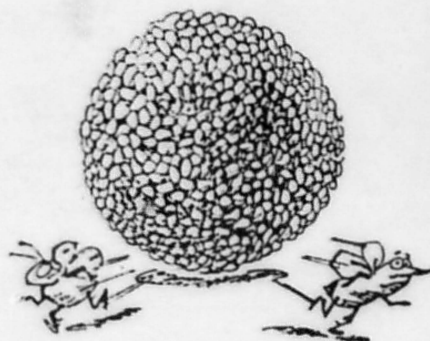
To date, the report has been presented to five Federal Cabinet Ministers, and their comments have been favorable. Lobbying work is continuing.

In the meantime, the S.R.D.C. just received an additional \$25,000.00 grant from Energy, Mines and Resources Canada to continue its work.

To receive a copy of the report, contact Paul Taylor at the Ontario Recycling Information Service. (See Editorial Box.)

international

The Recycling Orange



Although native to Texas, Oklahoma, and Arkansas, it grows wild in Ohio, and recycling groups there promote it as a natural solution to the odours that sometimes arise from the household storage of empty cans, bottles, and other recyclables.

It's the Osage orange, the fruit of the osage tree, and is also sometimes called a hedge apple, a mock orange, or a monkey ball. While somewhat ugly, the Osage orange has many useful properties - as a natural deodorizer, an insect repellent, roach killer, and in various craft applications, e.g. as a candle holder. Those who have used them claim they work wonders. Perhaps this is a fruit that should be cultivated here in Ontario.

Brewer Takes Recycling Seriously

Golden Recycle, a subsidiary of Coors Brewery, has announced that it will build a UBC (used beverage container) smelting and can sheet rolling

plant in Fort Lupton, Colorado in 1983. The \$40 million (U.S.) plant will allow Coors, through Golden Recycle, to recycle about 15,000 tons of recovered aluminum cans per year, thereby directly meeting a significant portion of their needs for empty cans.

The Toledo Recycling Station

A recycling buy-back centre developed by several industries in Toledo, Ohio, and serving as a fund-raising activity for the Toledo Zoo, has broken new ground with its inventive use of catchy names and catchy design.

The centre is modelled after a railroad station, complete with printed railway tracks for cars dropping recyclables to follow. Each point where material is dropped is vividly painted to represent an inhabitant of the station. Bottles are given to Count Crackula, the glass crusher. They are then conveyed to Greta the Glasshopper. Cans are shredded by Chewlette, and then crushed by Casey T. Dragon. These and other names were chosen via a city-wide survey of school children conducted by the local newspaper. While the Toledo program does not provide a comprehensive solution to waste management in the City, it is certainly one of the more lively attempts to encourage recycling by local residents.

"Key Issues in Recycling"



Bill Balfour, Manager, Municipal Waste Section, Waste Management Branch, Ministry of the Environment, was the Keynote Speaker at the R.C.O.'s Annual Conference.

The Recycling Council of Ontario's annual Conference was held on Saturday, November 20, 1982 in Toronto. Two topics were highlighted: Energy-from-Waste and Waste Paper Markets. Each topic was addressed by representatives from government and industry.

Long Term Prospects in Waste Paper Market Look Good

The consensus among the speakers on the panel "Waste Paper Markets - What does the Future Hold?" was that the market will improve, but not in the short term.

Steve Wilson, of Domtar Inc.'s Recycling Division, is responsible for purchasing waste paper both for use by Domtar's own mills and for sale to other end-users. He talked about waste paper being an international commodity subject to the law of supply and demand, and in turn affected by the general state of the economy. When the economy is poor, fewer boxes and other

paper products are produced. This means a decrease in the demand for the waste paper from which these products are made.

The effect of the level of economic activity on the market is complex. At times a decrease in activity will improve the market. If a mill is operating at less than full capacity because the economy is poor, it will be looking for ways to cut costs; one way is to increase its use of waste paper. On the other hand, a poor economy may also bring with it a drop in demand for pulp; the price of pulp will go down and a mill may decide to use pulp instead of waste paper.

Governments can affect the market in both a positive and negative way. On the positive side, it can, for example, give grants to mills to modernize, enabling them to use more waste paper. On the negative side, it can, for example, increase the price of stamps; people may then mail fewer letters, and the number of envelopes manufactured will drop.

Mr. Wilson noted that forecasting is a very difficult task. The higher the grade of paper, the more stable the market, and the more positive the outlook. He anticipates little growth in 1983, some improvement in 1984, with prospects good for the long term.

ONTARIO PAPER HAS LARGE INVENTORY

Mary Anne Myke, General Manager of Ontario Paper Recycling Inc., brought the audience up to date on progress at the Ontario Paper Company's Thorold mill, and on its need for old newspaper. Ms. Myke explained, "When full operation is attained, probably sometime in 1984, and depending on newsprint market conditions, Ontario Paper's annual consumption of old news for deinking will be about 100,000 tonnes." Currently, however, the company has a large inventory of waste news. The decision in mid-September to stop all purchases followed a construction strike which had prevented completion of a second paper making machine. When the strike ended, purchases were resumed but at a reduced level. This is how things stand at the present time. "Dealers are not actively promoting or taking on new commitments unless they are involved in other markets."

Ms. Myke pointed out that several major newspapers in North America have recently closed. Newsprint sales have, therefore decreased, and it is difficult to establish sufficient new sales to replace these large losses.

Nyle Ludolph is Manager of Total Recycling Systems in Kitchener. Total was created in 1980 by Laidlaw Waste Systems, and was given the mandate to develop a commercially viable recycling program. It has been involved in a variety of recovery programs. Its most recent project has been a curb-side collection of news, glass, tin cans and 'other' paper from one section of the City (see Provincial Section for more details). Mr. Ludolph says, "The percentage of participation was beyond our expectations. The volumes col-

Continued on p.6

Key Issues cont'd. from p.5

lected proved that, given the markets to move the news, and an increase in the price of glass, collection of recyclables from households can be a viable operation on a City-wide basis."

WASTE PAPER IMPORTS ARE PART OF THE PROBLEM

Mr. Ludolph expressed optimism about the long term prospects for the waste paper market, despite the fact that currently generation in Ontario far outstrips demand. Part of the problem, he explained, lies with cheap imports. He estimates that Ontario produces 196,000 tons of old newspapers per year. The Ontario Paper Company's potential demand is 100,000 tons per year. The remaining 96,000 tons could be used were it to replace some of the 200,000 tons per year that are imported (this figure is for period prior to Ontario Paper's expansion). If you take into consideration the fact that other mills, such as box-board mills, also use old newspapers, one can see the potential for creating an actual shortage of old newspaper.

Mr. Ludolph hopes that Ontario recyclers will have systems in place to generate increased and reliable volumes of waste paper to meet the needs of mills when the economy improves, so that the mills don't have to turn to U.S. dealers for their supply.

Peter Provias is a marketing expert with the Waste Management Branch of the Ontario Ministry of the Environment. Mr. Provias described many possible developments which could have a positive impact on future markets for both old corrugated and old news. The emergence of a small mobile baler may make it possible to recover old corrugated from numerous small generators, a hitherto largely untapped source of supply; hand and mechanical sorting of old corrugated from mixed refuse holds promise; changes in production might accommodate more grades of paper containers. With regard to old news, perhaps Ontario Paper could increase the percentage of deinked news from the stated 25%; perhaps we will see a mill in Southern Ontario which will produce

deinked pulp for use by other mills; some non-traditional uses for old news have been developed, e.g. to make animal bedding or to add to sewage sludge to decrease fuel consumption during incineration.

WHAT IS THE REAL VALUE OF WASTE NEWS?

Mr. Provias raised an interesting question about the real value of secondary news fibre to the newsprint paper maker. Fibre prices over the years have, in fact, lagged behind producer prices. "Sometime in the future the fibre users will have to stake their claims to these waste grades of fibres more realistically and aggressively if they want to prevent fibre from going to energy uses."

"Energy-from-Waste - Problems and Prospects"

There has been growing interest in recent years in energy-from-waste as an alternative waste management option. The speakers on the panel "Energy-from-Waste - Problems and Prospects" described some of the plants in Ontario which are in operation or under consideration. Also discussed were the questions of costs and revenues, the compatibility of materials and energy recovery, and the Ministry of Energy's program.

SWARU TO SELL ELECTRICITY TO HYDRO

Mr. Paul Davidson, Director of Corporate Development for Tricil Ltd., described the plants in which his company has an involvement. SWARU in Hamilton was built in the late '60's and initially had materials handling difficulties. Energy from the plant has never, in fact, been sold. Tricil took over the company in the late '70's. In a joint venture with the Ontario Energy Corporation, it has installed a turbine to produce electricity for sale to Ontario Hydro. A much smaller plant in Charlottetown, P.E.I., will start up in February 1983; it will sell steam to a hospital for heating. A 1,000 ton-per-day plant in Akron, Ohio, will

sell steam to a number of customers, including the downtown business section and the University.

Mr. Davidson expressed the view that energy recovery can be compatible with materials recovery, i.e. source separation or materials separation prior to burning. The amount of material that can be recovered is not insignificant. "The heating value of refuse is not altered substantially by either source separation or materials separation (before) incineration. One thing that is affected is the quantity of waste going to the plant." It is necessary, therefore, to plan accordingly and take into account the amount of material that will be recovered.

THE COSTS ARE HIGH

There are two factors, Mr. Davidson pointed out, that are discouraging the more rapid development of energy-from-waste plants. For one thing, the costs are high. He estimates the capital costs at approximately \$20.00 per ton, and the operating and maintenance costs also at \$20.00 per ton. A municipality will compare these costs with the lower costs of landfilling.

A second factor is the difficulty in establishing secure markets for the energy. When selling steam to an industry, there is always the chance that the industry will close. The market for generated electricity is more secure.

TORONTO PLANS REFUSE-FIRED STEAM PLANT

Mr. Craufurd Kitchen is with the Department of Public Works, City of Toronto. The City has had under consideration for over 10 years the building of a refuse-fired steam plant. The steam would be used by a district heating system which includes the University of Toronto and the downtown hospitals. The plant is seen as having several advantages: "It will eliminate the impingement and air pollution problems of the existing fossil fuel fired Pearl Street Steam Plant, (which will be abandoned), conserve non-renewable resources, reduce

Continued on p.8

resources

Each month, the staff of the Recycling Information Service examines and reviews many new publications, reports, and occasionally, films. Every two months, the very best of this selection is reviewed as a service to our readers in this column. If you have a new publication which you would like to have reviewed, please contact the Information Service at the numbers listed in the Editorial Box on page two.

Be a Good Sort to Your Garden
(Ministry of the Environment, October 1982)

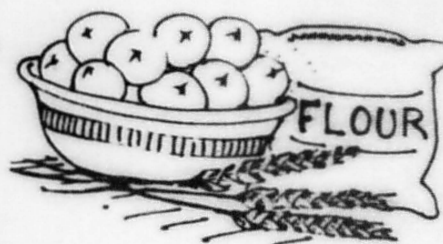
This brochure offers complete instructions for starting a back yard compost pile. It describes two kinds of containers and lists typical composting materials. Copies are available from the Ontario Recycling Information Service (details in Editorial Box).

Institutional Recycling Manual
(Metropolitan Service District, Portland, Oregon, January 1982, 23 pages)

Clear step-by-step instructions will assist readers in the task of thinking through what kind of recycling program will work best in their situation. The importance of examining local markets before deciding what materials to collect is emphasized. In addition to setting up recovery programs, other interesting options are discussed: developing an in-house waste exchange program, and revising procurement policies to assure recyclability. To obtain a copy, write to Metropolitan Service District, 527 S.W. Hall St., Portland, Oregon 97201, U.S.

The Creative Cook's Recycling Book (by Ruth Johnson, Renewable Energy Press, November 1982, 240 pages, \$9.95 soft cover)

We throw away 20% of all the food we buy. This represents a lot of unnecessary waste and expense. Ruth Johnson's unique, new, more-than-a cook book contains over 200 recipe ideas using foods that might otherwise have been considered throwaways. Also included are other tips on how to prevent food waste, e.g. by keeping foods fresh and composting.



Input Also Sought for Waste Management Blueprint

Ontario Environment Minister Keith Norton has announced his government's intent to follow some new directions in waste management. In a speech before the Board of Trade of Metropolitan Toronto, Norton asked for input from interested groups and individuals as to what specific objectives his Ministry should pursue, given the broad outline that he has already established.

The Minister identified four major principles that the Ministry intends to work within:

"1. As many recoverable and reusable material resources as possible must be reclaimed from the garbage that we produce.

2. Those who are responsible for producing, handling, and disposing of wastes must be accountable for the way they execute their responsibilities.

3. As reasonable parties, we must be informed on the issues and take part in the decisions which must be made to resolve them.

4. Finally, our disposal practices must ensure that no waste ever becomes a threat to either our environment or our well-being."

The Minister went on to identify other specific waste management objectives and particular areas of concern which the Government plans to address.

During the first six months of 1983, the Ministry will first receive briefs from interested groups and individuals, and then develop a number of specific waste management proposals.

It has been suggested that public input should be received by late February, although no definite cut-off date has been announced.

Following this period, the Ministry will publish a "Blueprint for Waste Management" in mid-year. This will serve as a first draft of the new policy, and the public will again be invited to comment through the summer.

Late in 1983, the policy will be revised in light of comments received, with new legislation and policy to be introduced through 1984.

For more information on the policy development procedure, and how to have input into it, please write:

Waste Management Branch
Ontario Ministry of the Environment
135 St. Clair Ave. W.
2nd floor
Toronto, Ontario M4V 1P5

Metropolitan Toronto's dependence on landfilling, thereby conserving on land use, and will permit the recovery of metals for re-use."

While the cost of the plant is significant, \$140 million, Mr. Fitch claims that "the cost for the construction and operation will be recovered from the charges for steam to customers and the fee for refuse disposal."

Mr. Carman Chisamore, Manager of the Municipal Solid Waste Unit of the Ministry of Energy, explained that the Ministry is working towards the establishment of a viable energy-from-waste industry as part of its effort to increase the Province's energy self-sufficiency.

MINISTRY OF ENERGY OFFERS ASSISTANCE

Mr. Chisamore outlined the criteria under which each project is assessed:

1) A Secure Supply of Waste. Plants must not be oversized as a result of a miscalculation of the actual quantity of

waste available, or in anticipation of an increase in the supply of waste. The desirability and possible growth of source separation must also be taken into account. It will affect the quantity, composition and the heating value of the waste.

2) A Secure Market.
3) Proven Technology. This must include mass burning, modular incineration, and refuse derived fuel (RDF).

If the first three criteria are met, the Ministry of Energy with the Ministry of the Environment will carry out a preliminary assessment. If the economic prospects are good, a more detailed feasibility study will be done, with the Ministry of Energy covering 50% of the cost, and the municipality and the potential customer often sharing the remaining 50%. A number of studies have been done including those in London, North Bay, Sudbury, Waterloo, St. Catharines, the Niagara Region, Ottawa-Carleton and the City of Toronto.

4) Economic Viability. Each project must generate sufficient revenues to cover the

capital and operating costs over the life of the project, which is usually 10-20 years.
5) Ownership and Management Structure. Plants might be owned by a municipality or a private company, but in Mr. Chisamore's opinion, are best operated by a waste management firm.

Announcement:

The Ontario Recycling Information Service is available to do consulting work in the field of municipal recycling and waste reduction programs. For more information, contact:

Paul Taylor
Ontario Recycling Information
Service
Ryerson Energy Centre
50 Gould St.
Toronto, Ont. M5B 1E8
Tel. 593-1756, 1-800-387-2617

ONTARIO RECYCLING INFORMATION SERVICE

Energy Centre
Ryerson Polytechnical Institute
50 Gould St.
Toronto, Ont.
M5B 1E8



City of Mississauga

MEMORANDUM

FILE: 15 111 00010

To Councillor D. Culham

From William P. Taylor, P. Eng.

Dept. _____

Dept. Engineering and Works

P. W. DATE May 19, 1983

May 9, 1983

RECEIVED

REGISTRY No. 5431

DATE MAY 16 1983

FILE No. F050401

CLERK'S DEPARTMENT

Attached is a summary of refuse collection data assembled for the years 1966 through 1982, and the projected statistics from 1983 through to 1987.

I trust this is the information you require; however, if further data is desired I would be very pleased to discuss same with you.

William P. Taylor, P. Eng.
Commissioner.

AEMCD.mh
att.

c.c. E. M. Halliday

*Denotes Imperial Tons

R E F U S E C O L L E C T I O N A N A L Y S I S

<u>BUDGET</u>	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975
A) Actual Expenditure (Contract only)	\$265,029	342,536	371,923	436,425	473,058	546,202	586,602	918,450	1,003,190	1,139,624
B) Approved Budget	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$1,320,000
C)* Landfill Cost	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$ 4.00
<u>CONTRACT</u>										
D) Per Capita Cost	\$2.83	3.18	3.05	3.30	3.43	3.46	3.36	4.71	4.51	4.84
E)* Per Capita Production	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.321 T
F)* Gross Tonnage	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	75,421
G) Total Collection Units	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	19
H) Av. Miles P/day/unit	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49.2
I) Av. Fuel cost P/unit	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$16.00
Av. Fuel cost P/ltr.	"	"	"	"	"	"	"	"	"	\$.14
Av. Fuel cost P/gal.	"	"	"	"	"	"	"	"	"	\$.64
<u>GENERAL</u>										
J) Population	93,650	107,716	121,942	132,250	137,918	157,862	174,584	195,000	222,437	234,975
K) City Roads in Miles	342.70	363.49	380.79	393.26	420.30	449.40	469.42	487.08	534.45	548.18

*Denotes Imperial Tons

REFUSE COLLECTION ANALYSIS

BUDGET	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987
			CURRENT					PROJECTED				
A) Actual Expenditure (Contract Only)	\$1,517,418	1,847,193	1,952,700	2,098,977	2,343,519	2,007,045	2,426,652	2,629,926 (using projected pop. x p/capita price)	2,840,703	3,059,559	3,286,493	N/A
B) Approved Budget	\$1,509,744	1,775,766	1,949,200	2,102,400	2,297,500	2,305,076	2,336,500	N/A	N/A	N/A	N/A	N/A
C) Landfill Cost	\$ 5.30	5.30	6.50	8.50	9.98	9.98	10.88	11.43	12.16	12.80	13.61	14.38
CONTRACT												
D) Per Capita Cost	\$ 6.06	6.49	6.98	7.41	7.86	6.57	7.47	7.80	8.13	8.46	8.79	N/A
E) Per Capita Production	0.359T	0.336	0.302	0.341	0.335	0.350	0.360	(average annual increase = \$.33)				
F) Gross Tonnage	82,000	88,703	84,519	96,550	99,946	107,096	117,100	0.367	0.374	0.381	0.388	0.395
								(average annual increase = .007)				
G) Total Collection Units	15	16	16	18	21	29	31	123,740	130,679	137,788	145,069	152,521
								(at above consumption rate)				
H) Av. Miles P/day/unit	51.4	51.0	51.3	50.6	49.7	47.8	47.6	32	34	36	37	39
I) Av. Fuel cost P/unit	\$17.00	17.50	18.25	23.75	28.50	35.00	40.00	N/A	N/A	N/A	N/A	N/A
Av. Fuel cost P/ltr.	.15	.155	.16	.21	.25	.35	.41	"	"	"	"	"
Av. Fuel cost P/gal.	.68	.70	.72	.95	1.14	1.59	1.86	"	"	"	"	"
GENERAL												
J) Population	250,399	263,652	279,600	283,429	298,045	305,353	324,853	337,170	349,410	361,650	373,890	386,130
K) City Roads in miles	565.57	578.57	596.57	620.08	644.08	668.31	700.00	N/A	(average annual increase = 18.97 mi)			

BRUSH & DEBRIS ANALYSIS

	1974	1975	1976	1977	1978	1979	1980	1981	1982
Expenditure	N/A	N/A	284,309	319,000	392,600	443,566	467,270	289,827 + 149,623	282,918
Approved Budget	N/A	279,200	252,918	239,800	371,000	410,400	465,900	244,500	181,918
Frequency	N/A	3x April, May, June	5x Apr. May June, Sept. October	1 in 5 wks Apr. - Dec.	1 in 5 wks Apr. - Dec.	1 in 5 wks Apr. - Dec.	1 in 5 wks Apr. - Dec.	April, May June	Weekly
Tonnage	N/A	N/A	2,665	3,817	7,011	4,246	4,507	1,507	N/A
Cost P/Ton	N/A	N/A	106.70	83.58	55.99	104.46	103.67	192.32	N/A
Number of Loads	N/A	N/A	N/A	2,293	3,600	3,620	2,400	1,200	N/A
P/Capita Cost		\$ 1.26	\$ 1.14	\$ 1.21	\$ 1.40	\$ 1.56	\$ 1.57	\$.95 +.49	\$.56
Population		222,437	250,399	263,652	279,600	283,429	298,045	305,353	324,853

SUMMARY:

Brush and debris collection in the City of Mississauga has taken a substantial and significant turn since 1974. From 1 pick-up in spring to weekly collection incorporated into the refuse collection contract, brush and debris demands have increased steadily. Those demands rose significantly between 1977 and 1980 impelling Council to consider more cost efficient collection and steadfast by-law amendments to combat the ever increasing tonnage and variety of collected items. Since June 1981, brush & debris has with few exceptions been curbed of its former spiralling effect and brought into line with consistent well conformed requirements. Those requirements have taken from the street a devastating glare and replaced it with it's former aesthetic appeal. It is expected to be held in good check through contract collection and to provide a more acceptable cost relation as long as it remains so.



MEMORANDUM

ON TUESDAY 12
APRIL 25/83
MAR 13 1983

To W. P. Taylor, Commissioner

From David J. Culham

Dept. Engineering & Works

Dept. Councillor Ward 6

RECEIVED FILE

MAR 8 1983

From To	Initials	Date
M.P.T.		
R.D.M.		
LH in conjunction with W.P.		

March 7, 1983

URGENT

Re: Garbage Collection

I think part of our difficulty in dealing with this issue is that people are not very well informed, either to the facts pertaining to the collection contract or the total statistical picture. In that regard, it would be helpful to have the following made available:

- / a) Total cost of garbage collection 1972, 1974, 1976, 1981 and 1982
- / b) Per capita garbage collection costs in the same years
- ✓ c) Garbage production totals for residential and industrial in the same years
- ✓ e) We should have some understanding of the present contract in terms of the number of trucks, the average number of kilometers travelled by each truck per day, and the average fuel cost per truck per day
- f) By 1987, Mississauga shall produce _____ tons of garbage (_____ per capita) at a cost of _____ per ton and a _____ cost per capita

There should be some consideration of what our costs will be in the transfer of the garbage site to north/east Brampton. Over the years we will have additional traffic signals which will also complicate time as well as distance restraints in getting to a new landfill site. There will be additional cost in two factors (a) loss of individual garbage service (b) the increased number of trucks to do the same job as at present with the extra manpower wasted in transporting the garbage and in the extra fuel costs which are associated with such haulage.

Let us assume for the moment that Brampton residents, given the precedent in Mississauga, will demand a ten year moratorium on the new garbage facility.

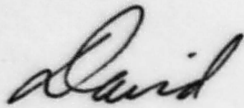
2....

2E

W. P. Taylor
Page 2
March 7, 1983

This would mean that by 1997 the Brampton site would be required to close as well. It is obvious that in the year 1997, with increased demands of garbage production and with fewer sites at which to locate a new garbage facility, we will face an even larger dilemma. At that point, the cost at triple the present rate will force us into alternative uses for the garbage which would not be economically feasible if present decisions were appropriately made.

I would like a report on this matter for Public Works as I think it is a problem that we must face up to whether we want to or not.



David J. Culham
Councillor Ward 6

DJC:kd



MEMORANDUM

To W. P. Taylor, Commissioner
Dept. Engineering & Works

From David J. Culham
Dept. Councillor Ward 6

RECEIVED FILE	
MAR 4 1983	
To	Index
HAT	
AK Mc	AK Mc
W.V.	

March 2, 1983

Re: Brush and Debris Pick Up

Bill, since 1974 we have evolved in terms of our brush and debris program and our cost relationships have changed as well. I think it would be helpful for Council and our citizens generally to know how this program has evolved since 1974 to 1976 and 1978 to 1980 and then our new changes in 1981 with some projection forward to 1985 to see where we are going. I am thinking of a brief one page report indicating program changes and cost changes since 1974.

David

David J. Culham
Councillor Ward 6



City of Mississauga

MEMORANDUM

RECEIVED

FILES: 11 141 00039
11 211 00124

To: Chairman and Members of The Public Works Committee
From: William P. Taylor, P.Eng.
Dept. Engineering and Works
MAY 17 1983
FILE NO. C-04-07

P. DATE May 19, 1983
May 16, 1983

SUBJECT: Lisgar District - Site Development Concept Plan.
ORIGIN: Engineering and Works Department.

COMMENTS: The Consulting Engineer on behalf of the Developer for the Lisgar District has presented to us a proposed servicing concept for our comments. This concept is entirely different to our normal engineering standards and therefore we felt it should be presented to the Public Works Committee at this time for discussion purposes and attempt to evaluate the pros and cons from a City standpoint with a view to obtaining direction from the Committee as to whether or not we should pursue this proposal further.

Attached is Sketch 'A' showing the proposed layout and the Consulting Engineer has indicated that the first phase will be as shown on Sketch 'A'. The modules vary in size from 140 ft. to 160 ft. by 210 ft. to 240 ft. and each module contains six houses. The servicing for these six dwellings is by means of a private road (dished pavement and no curbs) as shown on Sketch 'B'.

The road is a 20 ft. private lane with two 8 ft. easements on either side which will be on the front lawns of the lots and is for the purposes of shallow utilities such as Gas, Bell, Hydro, Cable T.V., etc. The lots drain overland onto the dished roadway and subsequently out to a catchbasin which is located at the intersection of the public road. There is no storm sewer on the private road and the weeping tile is picked up by a 6" foundation drain collector sewer. This servicing concept is shown on Sketch 'C'.

We would now like to discuss the pros and cons of this concept and pose questions which we feel must be answered from a practical point of view prior to formally submitting our comments to the developer.

.... continued

May 16, 1983

To: Chairman and Members of
The Public Works Committee

COMMENTS (Cont'd): It should be pointed out that the following questions and comments are purely for discussion purposes in order to get the Public Works Committee's reaction as to the viability of further pursuing this concept.

Advantages:

1. The servicing costs, we would presume, will be less from the Developer's standpoint, and therefore, should be reflected in the prices of the lots.

(We are also realistic and know that the law of supply and demand governs, and lot prices will sell for whatever the market will bear.)

2. Less roads for the City to maintain including associated facilities such as storm sewers, storm drains, streetlighting, snow plowing, etc. as maintenance of these facilities will be the responsibility of the homeowners themselves. (This can be negative from a political standpoint.)
3. Increased exposure of the unit to sunlight.
4. Proposed public road system is a grid pattern which is energy efficient and better from a Transit standpoint.

DISADVANTAGES

1. Garbage Collection - The residents will have to take their garbage and place same at the intersection of the public street for pick-up.
2. Snow Removal - The residents would have to get together and collectively arrange for snow removal on their private street. This can present problems from a logistic and financial standpoint. Also there will be complaints about the windrow left by the City's snow plow at the intersection of the private street after the public street has been plowed.

.... continued

...3...

May 16, 1983

To: Chairman and Members of
The Public Works Committee

- COMMENTS (Cont'd):
3. Problems with the blockage of the sanitary sewer which affects some people and not others - this however, is a Regional problem and the Region should comment on the sanitary and water services to be undertaken.
 4. As this proposal would not be under condominium legislation and the maintenance of the roads, etc. would probably have to be covered by some agreement which is registered on title, the Legal Department should be asked to comment on this proposal as well.
 5. Possible social problems where disputes arise over cost sharing of the maintenance.
 6. Parking. It seems to us that parking on the private roads is not feasible due to the width and therefore, overflow parking will occur on City roads. If this is to happen, roads such as Tenth Line, Aquitaine Avenue and Battleford Road will have to be wider.
 7. Utility easements - the front 8 ft. of each lawn is proposed to be for utility easements. Additional costs may be encountered by the developer as a result of this, however, comments from the P.U.C.C. will be submitted within 2/3 weeks.
 8. Can the politician live with a proposal such as this where people in other areas who own freehold properties receive full municipal services whereas these people will not. Will there be complaints when staff say that the problem is purely on private property, whether it be road repair, snow plowing, or storm sewer blockage. Will the people want reduced taxes as a result of them maintaining the private street and services.
 9. Eliminating the storm sewer system on the private road predicates that the lots and the private road must be artificially tilted by the placement of fill to ensure that all drainage within a module is directed to the single catchbasin located at the intersection of the private road with the public road.

...continued...

...4...

May 16, 1983

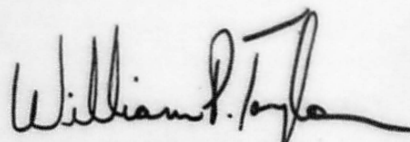
To: Chairman and Members of
The Public Works Committee

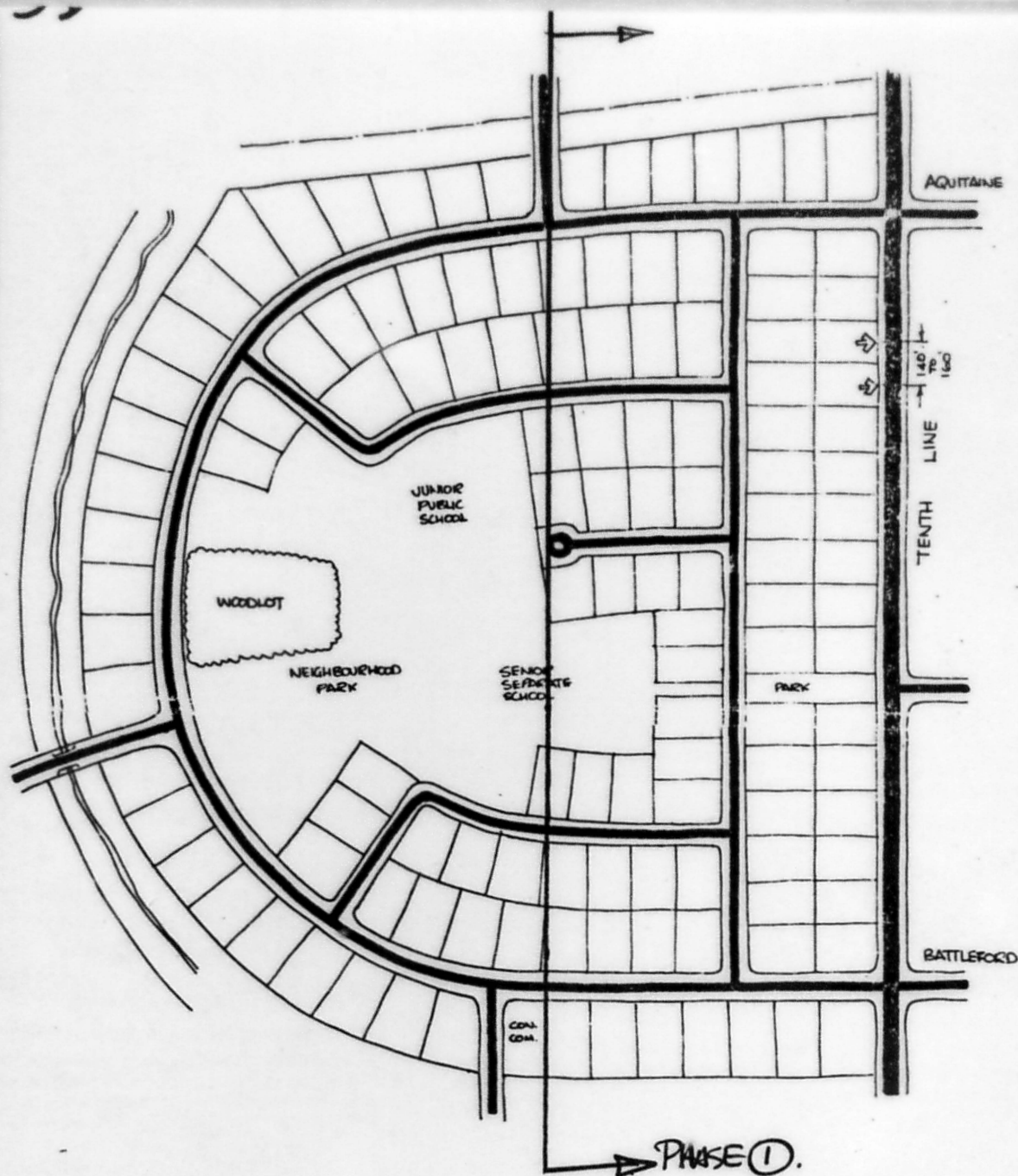
COMMENTS (cont'd): The Committee can see that what is being proposed is a radical change in single family residential developments and if it is approved for Lisgar, it will likely be requested in other new areas of the City.

Based on the foregoing, we suggest that if Committee feels that this concept should be tried, they should not permit all of Phase I to be developed as proposed, but should only allow a trial section of approximately 25% which should be about 120 lots (20 modules) to be developed as proposed. Further, we would recommend that further development of this nature not be considered until the City and the Region had at least two years to evaluate the module type development.

RECOMMENDATION: That the Public Works Committee's comments on this concept be reflected into the Engineering Department's comments to the Developer with respect to the Lisgar Site Development Concept Plan.

cc : E. Halliday
AEM:sa
58E/7E

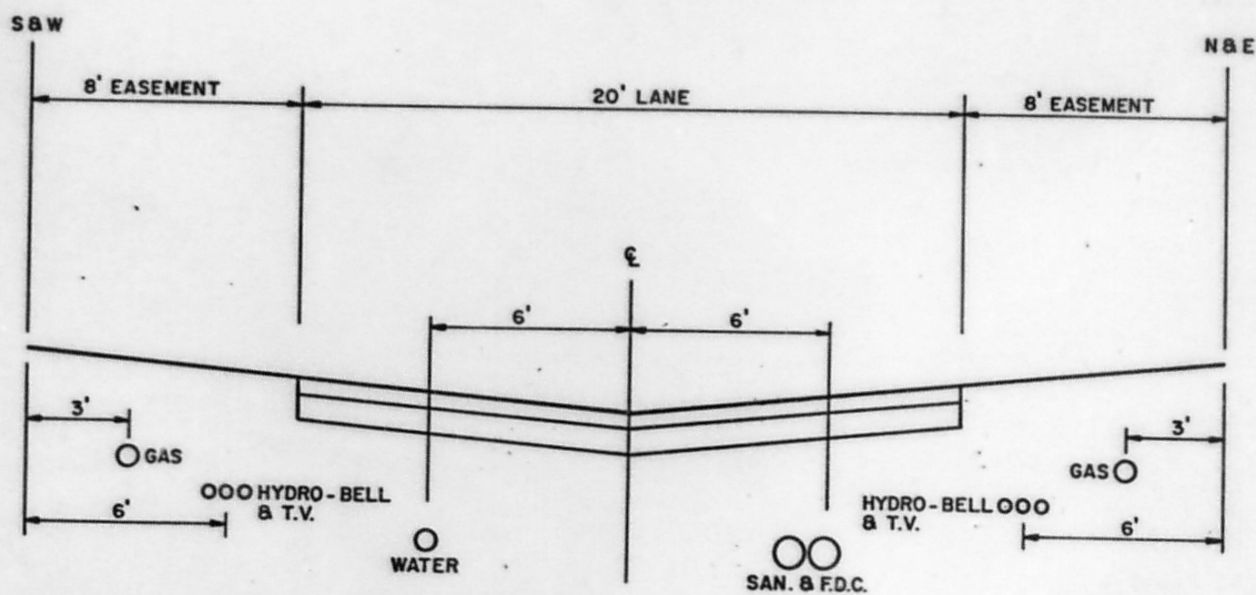

W. P. Taylor, P. Eng.,
Commissioner,
Engineering & Works Dept.



NOTE:
 DRIVEWAY SPACING FOR
 SINGLE FAMILY RESIDENTIAL BLOCKS
 140' TO 160' ± TO ±

TEAM THREE
 SCALE 1:2500
 DATE APR. 22, 1983

SKETCH "A"

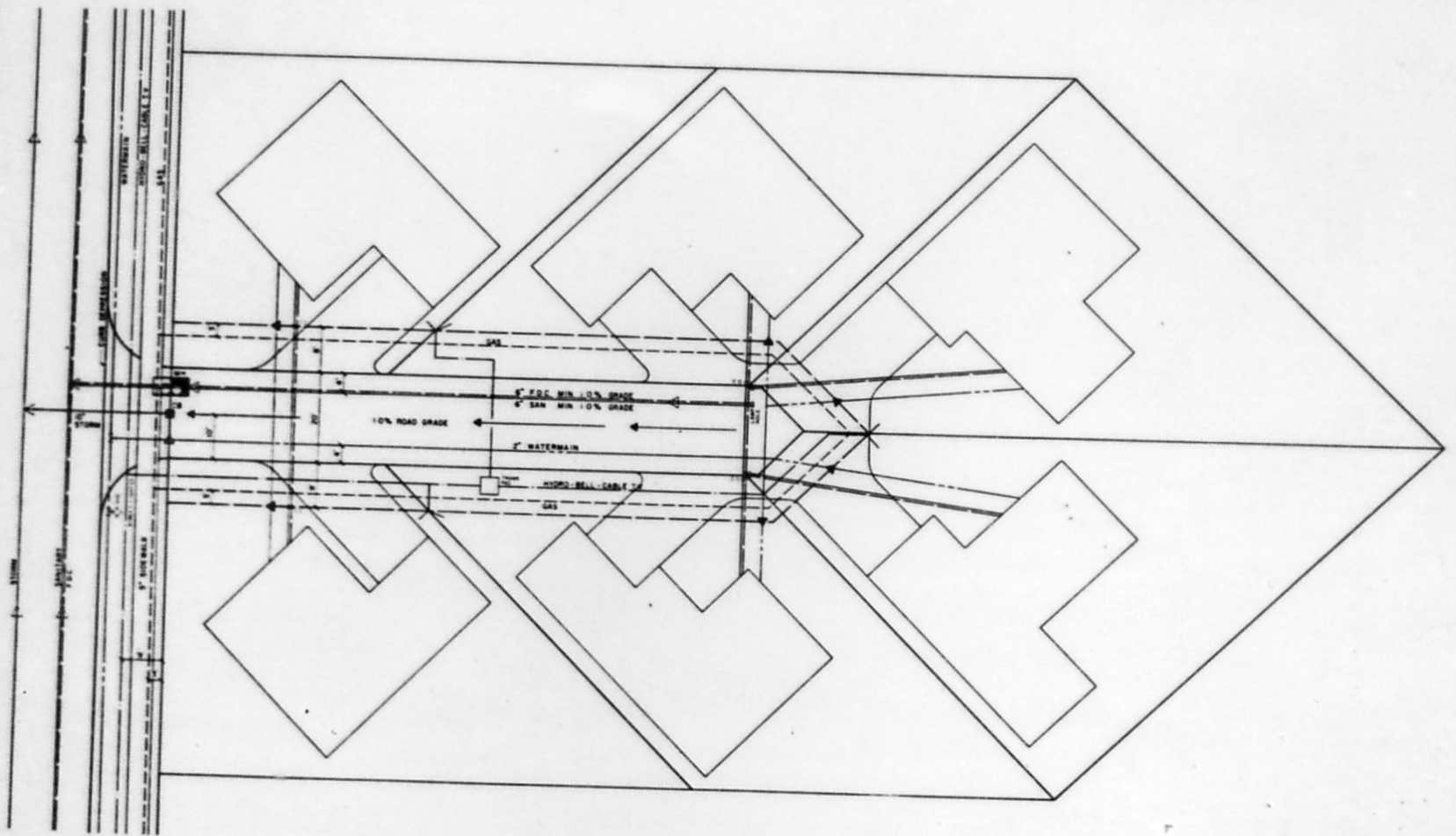


LISGAR
PRIVATE ROAD
CROSS SECTION

SKETCH 'B'



paul theil associates limited
consulting engineers
700 Balmoral Drive, Bramalea, Ontario.



SKETCH 'C'

	paul thell associates inc. consulting engineers 700 Belmont Drive, Columbus, O.	
	LISGAR PRIVATE ROAD SYSTEM. ALTERNATIVE III	
	DATE: APR 1963	DRAWN BY: JCS
	SCALE: 1" = 40'-0"	PROJECT NO: 7808

PUBLIC WORKS COMMITTEE
DATE: MAY 19, 1983

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
163-82	Eng. & Works	Feasibility of Constructing "rippled" pavement as a speed deterrent on roadway at Mineola Rd. E. and Mineola Gardens	Public Works - May 20/82	June 30/83	2
51-83	Eng. & Works	Report on outcome of staff meetings Torbram Road north grade separation	Public Works - Mar. 17/83 Report of W.P.T. -Mar.10/83		

denotes Imperial Tons R E F U S E C O L L E C T I O N A N A L Y S I S

BUDGET

	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975
Actual Expenditure (Contract only)	\$265,029	342,536	371,923	436,425	473,058	546,202	586,602	918,450	1,003,190	1,139,624
Approved Budget	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$1,320,000
* Landfill Cost	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$ 4.00

CONTRACT

Per Capita Cost	\$2.83	3.18	3.05	3.30	3.43	3.46	3.36	4.71	4.51	4.84
* Per Capita Production	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.321 T
* Gross Tonnage	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	75,421
Total Collection Units	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	19
Av. Miles P/day/unit	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49.2
Av. Fuel cost P/unit	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$16.00
Av. Fuel cost P/ltr.	"	"	"	"	"	"	"	"	"	\$.14
Av. Fuel cost P/gal.	"	"	"	"	"	"	"	"	"	\$.64

GENERAL

Population	93,650	107,716	121,942	132,250	137,918	157,862	174,584	195,000	222,437	234,975
City Roads in Miles	342.70	363.49	380.79	393.26	420.30	449.40	469.42	487.08	534.45	548.18

'Denotes Imperial Tons

REFUSE COLLECTION ANALYSIS

BUDGET	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987
--------	------	------	------	------	------	------	------	------	------	------	------	------

CURRENT

PROJECTED

Actual Expenditure (Contract Only)	\$1,517,418	1,847,193	1,952,700	2,098,977	2,343,519	2,007,045	2,426,652	2,629,926	2,840,703	3,059,559	3,286,493	N/A
								(using projected pop. x p/capita price)				

Approved Budget	\$1,509,744	1,775,766	1,949,200	2,102,400	2,297,500	2,305,076	2,336,500	N/A	N/A	N/A	N/A	N/A
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Landfill Cost	\$ 5.30	5.30	6.50	8.50	9.98	9.98	10.88	11.43	12.16	12.80	13.61	14.38
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CONTRACT

Per Capita Cost	\$ 6.06	6.49	6.98	7.41	7.86	6.57	7.47	7.80	8.13	8.46	8.79	N/A
								(average annual increase = \$.33)				

Per Capita Production	0.359T	0.336	0.302	0.341	0.335	0.350	0.360	0.367	0.374	0.381	0.388	0.395
								(average annual increase = .007)				

Gross Tonnage	82,000	88,703	84,519	96,550	99,946	107,096	117,100	123,740	130,679	137,788	145,069	152,521
								(at above consumption rate)				

Total Collection Units	15	16	16	18	21	29	31	32	34	36	37	39
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Av. Miles P/day/unit	51.4	51.0	51.3	50.6	49.7	47.8	47.6	N/A	N/A	N/A	N/A	N/A
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Av. Fuel cost P/unit	\$17.00	17.50	18.25	23.75	28.50	35.00	40.00	N/A	N/A	N/A	N/A	N/A
Av. Fuel cost P/ltr.	.15	.155	.16	.21	.25	.35	.41	"	"	"	"	"
Av. Fuel cost P/gal.	.68	.70	.72	.95	1.14	1.59	1.86	"	"	"	"	"

GENERAL

Population	250,399	263,652	279,600	283,429	298,045	305,353	324,853	337,170	349,410	361,650	373,890	386,130
City Roads in miles	565.57	578.57	596.57	620.08	644.08	668.31	700.00	N/A	(average annual increase = 18.97 mi)	N/A	N/A	N/A

BRUSH & DEBRIS ANALYSIS

	1974	1975	1976	1977	1978	1979	1980	1981	1982
penditure	N/A	N/A	284,309	319,000	392,600	443,566	467,270	289,827 + 149,623	282,918
proved Budget	N/A	279,200	252,918	239,800	371,000	410,400	465,900	244,500	181,918
equency	N/A	3x April, May, June	5x Apr. May June, Sept. October	1 in 5 wks Apr. - Dec.	1 in 5 wks Apr. - Dec.	1 in 5 wks Apr. - Dec.	1 in 5 wks Apr. - Dec.	April, May June	Weekly
nnage	N/A	N/A	2,665	3,817	7,011	4,246	4,507	1,507	N/A
st P/Ton	N/A	N/A	106.70	83.58	55.99	104.46	103.67	192.32	N/A
mber of Loads	N/A	N/A	N/A	2,293	3,600	3,620	2,400	1,200	N/A
Capita Cost		\$ 1.26	\$ 1.14	\$ 1.21	\$ 1.40	\$ 1.56	\$ 1.57	\$.95 +.49	\$.56
pulation		222,437	250,399	263,652	279,600	283,429	298,045	305,353	324,853

SUMMARY:

Brush and debris collection in the City of Mississauga has taken a substantial and significant turn since 1974. From 1 pick-up in spring to weekly collection incorporated into the refuse collection contract, brush and debris demands have increased steadily. Those demands rose significantly between 1977 and 1980 impelling Council to consider more cost efficient collection and steadfast by-law amendments to combat the ever increasing tonnage and variety of collected items. Since June 1981, brush & debris has with few exceptions been curbed of its former spiralling effect and brought into line with consistent well conformed requirements. Those requirements have taken from the street a devastating glare and replaced it with it's former aesthetic appeal. It is expected to be held in good check through contract collection and to provide a more acceptable cost relation as long as it remains so.

CITY OF MISSISSAUGA

MINUTES

MEETING #5

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Thursday, May 19, 1983

PLACE OF MEETING: Committee Room 'A' at 9:30 a.m.

MEMBERS PRESENT: Mr. J. Rogers, Vice-Chairman, Chaired the Meeting
Councillor D. Culham, Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. D. A. Strutt
Mayor H. McCallion

MEMBERS ABSENT: Mr. J. C. Saddington
Mr. W. Schofield

OTHERS PRESENT: Councillor T. Southorn

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering and Works
Mr. A. McDonald, Director, Maintenance Engineering
Mr. B. Barker, Subdivision Control Engineer
Mr. G. Swinkin, Solicitor
Mrs. C. Dodds, Committee Co-ordinator

MATTERS CONSIDERED:

1. Letter from Ontario Recycling Information Service, received in the Mayor's Office on April 13, 1983, enclosing a copy of the November/December, 1982 and the January/February, 1983 issues of Ontario Recycling Update published by the Recycling Council of Ontario.

It was moved by Councillor Culham that the City of Mississauga Engineering and Works Department subscribe to this information service and keep the Committee informed of items of interest. It was further moved by Councillor Marland that the letter from Ontario Recycling Information Service and attachments be received for information.

F.05.04.05

See Recommendation #20 (Councillor Culham)

See Recommendation #21 (Councillor Marland)

RECEIVED

May 19, 1983

2. Summary of Refuse Collection Data assembled for the years 1966 through 1982, and the projected statistics from 1983 through to 1987.

The Committee reviewed the Refuse Collection Data and Councillor Marland moved that it be received for information.

F.05.04.01

See Recommendation #22 (Councillor Marland)

RECEIVED

3. Report dated May 16, 1983, from the Commissioner of Engineering and Works, on the Site Development Concept Plan for Lisgar District, north of Britannia Road, west of Tenth Line, attaching Sketches showing the proposed layout of the first phase, a cross section of a private road and finally, the servicing concept.

In his report Mr. Taylor described the servicing proposed and, for discussion purposes, outlined questions and comments on the advantages and disadvantages of the concept.

Mr. Taylor advised the Committee that the consultants for the developer had asked for his department's response to the development, but before replying or making any formal report to Council, he wished direction from the Public Works Committee and Council.

It was moved by Councillor Culham that this matter be deferred and the developer and his consultants be asked to make a presentation to the Public Works Committee on June 16, 1983, at which time all Members of Council and representatives from the various departments and agencies that subsequently would be requested to comment on the project, would be invited to attend.

C.04.07

See Recommendation #23 (Councillor Culham)

DEFERRED

4. Summary of Unfinished Business relating to the Public Works Committee as of May 19, 1983. Staff was requested to have the report on the feasibility of constructing "rippled" pavement as a speed deterrent on Mineola Rd. E., available at the next meeting of the Committee. (Request for Report 163-82)

It was moved by Councillor Skjarum that the Summary of Unfinished Business be received for information

A.03.04.06

See Recommendation #24 (Councillor Skjarum)

RECEIVED

May 19, 1983

RECOMMENDATIONS: As per Report No. 5-83

ADJOURNMENT: 11:30 a.m.

Christine Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR
0016C/68C

REPORT NO. 5-83

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fifth report and recommends:

- 20-83 That the Engineering and Works Department obtain an institutional membership in the Recycling Council of Ontario and keep Council informed of items of particular interest published by the Recycling Council of Ontario in its newsletter entitled Ontario Recycling Update.
F.05.04.05
(38-20-83)
- 21-83 That the letter from the Ontario Recycling Information Service, enclosing a copy of the November/December, 1982 and the January/February, 1983 issues of Ontario Recycling Update published by the Recycling Council of Ontario, be received for information.
F.05.04.05
(38-21-83)
- 22-83 That the Refuse Collection Data assembled by the Engineering and Works Department for the years 1966 through 1982, and the projected statistics from 1983 through to 1987, be received for information.
F.05.04.01
(38-22-83)
- 23-83 That the report dated May 16, 1983, from the Commissioner of Engineering and Works on the Site Development Concept Plan for Lisgar District, north of Britannia Road, west of Tenth Line be deferred and the Developer and his Consulting Engineers be asked to make a presentation to the Public Works Committee at its meeting to be held on June 16, 1983, at which time all Members of Council and representatives from the various departments and agencies that subsequently will be requested to comment on the project be invited to attend.
C.04.07
(38-23-83)
- 24-83 That the Summary of Unfinished Business relating to the Public Works Committee as of May 19, 1983, be received for information.
A.03.04.06
(38-24-83)

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

WEDNESDAY, JULY 6, 1983 AT 9:30 A.M.

COUNCIL CHAMBERS

MEMBERS: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. J. C. Saddington
Mr. D. A. Strutt
Mr. W. Schofield

PREPARED BY: Clerk's Department
DATE: June 30, 1983

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

15C/68C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, JULY 6, 1983

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	C.04.07	Lisgar District - Site Development Concept Plan
2.	F.06.04.02	Traffic Problems - School Zones
3.	C.03.03 F.06.04.02	On-Street Parking in Residential Zones
4.	F.02.01 F.06.04.05	Special Pavement Treatment - Mineola Road & Indian Road
5.	A.00.02.01	Timing of Walkway construction with residential subdivisions
6.	A.02.03.02.01	Noise Barrier - Queen Elizabeth Way
7.	F.05.04.05	Glass Recycling Programme - Mavis Road Works Yard
8.	K.03.01	Contracts Awarded by Council on May 24, 1983.
9.	G.03.01	Port Credit Flooding
10.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

WEDNESDAY, JULY 6, 1983
COUNCIL CHAMBERS AT 9:30 A.M.

A G E N D A

DEPUTATION - 9:30 a.m.

- A. Mr. Somer Rumm, and others representing the First City Development Corp. Ltd., will appear before the Committee as a deputation to present the Site Development Plan for the Lisgar District; lands located north of Britannia Road, west of Tenth Line.

See Item 1
C.04.07

MATTERS FOR CONSIDERATION:

1. At the Public Works Committee Meeting held on May 19, 1983, the Committee considered a report dated May 16, 1983, from the Commissioner of Engineering and Works, on the Site Development Concept Plan for Lisgar District, north of Britannia Road, west of Tenth Line. The Committee decided that the developer of Lisgar District, and his consultants, should be invited to this Public Works Committee meeting to present their proposal. Representatives from the various departments and agencies who subsequently could be requested to comment on the project have also been invited to attend.

In his report dated May 16, 1983, Mr. Taylor advises that since the proposed servicing concept is so entirely different to the City of Mississauga's normal engineering standards for a residential development, the plan is being submitted to the Public Works Committee for discussion purposes to evaluate the pros and cons from the City's standpoint. Attached to his report are the following Sketches:

Sketch 'A'- proposed layout of the first phase, showing modules in varying sizes from 140' to 160' by 210' to 240'.
Sketch 'B'- cross section of Private Road.
Sketch 'C'- servicing concept.

In his report, Mr. Taylor describes the servicing proposed and outlines questions and comments on the advantages and disadvantages of the concept for discussion purposes.

Mr. Taylor recommends:

That the Public Works Committee's comments on this concept be reflected into the Engineering Department's comments to the Developer with respect to the Lisgar Site Development Concept Plan.

File: C.04.07
DIRECTION REQUIRED

July 6, 1983

2. Report dated May 18, 1983, from the Commissioner of Engineering and Works, on traffic problems in school zones. This report is in response to Recommendation 413-83 of General Committee, which was adopted by Council on April 11, 1983, "That the Commissioner of Engineering and Works prepare a report for consideration by the Public Works Committee with respect to the implementation of a system whereby signs are erected and flashers activated advising the travelling public that the speed limit is reduced in an area which is a school crossing area, and/or that children are being picked up at that location, similar to systems which are in operation in various states in the U.S.A. and the feasibility of linking such signs with the computerized traffic system.

In his report, the Commissioner advises that under The Highway Traffic Act, speed limit signs can only be reduced to 40 km/h between 8:00 a.m. and 5:00 p.m. on days on which school is regularly held and then only on sections of roadway immediately adjacent to a school and within 150 meters along the roadway in each direction beyond the limits of the land used for the purposes of the school. The Act further stipulates the size and type of signs that may be used. Mr. Taylor reports that three municipalities in Ontario (London, Burlington and Wasaga Beach) have used the special speed zone signing to reduce speed limits on a roadway adjacent to a school and he describes their experiences.

In conclusion, Mr. Taylor recommends:

- (a) That a system of changeable speed signs on roadways adjacent to schools within the City of Mississauga not be implemented.
- (b) That a system whereby signs are erected and flashers activated for school children at a school crossing or pick up area, not be implemented as it is not permitted under The Highway Traffic Act.

F.06.04.02
RECOMMEND ADOPTION

3. Joint report dated May 18, 1983, from the Commissioner of Engineering and Works and the Acting Commissioner of Building, on On-street parking in residential areas. In March of 1982, the Public Works Committee had discussed the problems and complaints received concerning on-street parking adjacent to multi residential areas and been advised that a Staff Committee of representatives from the Engineering, Building and Planning Departments was reviewing the matter and would be reporting back to them. In addition, in May of 1983, the By-law Committee of Council asked that on-street parking in single family residential areas also be addressed.

July 6, 1983

In their report, the Commissioner of Engineering and Works and the Acting Commissioner of Building advise that the staff Committee had identified 50 locations on 19 streets where on-street parking is occurring adjacent to multi family residential areas. These situations have been investigated to find out why on-street parking is being used, i.e. two to three vehicles per family, garages being used for storage or other uses, insufficient on-site parking, etc. and a number of options to address the long term parking of vehicles on roadways are outlined.

The report recommends:

- a) That a system of alternate side parking be instituted on certain roadways in the City where a need for long term on-street parking is identified.
- b) Additional parking control staff be provided for enforcement of Recommendation (a) above.
- c) The Planning Department review current parking requirement standards.

Also attached to the Agenda is a copy of a letter from Mr. R. A. McPhail, 1480 Robillard Road, requesting an amendment to By-law 444-79, the City of Mississauga Traffic By-law, to permit overnight parking on City streets when snow removal vehicles are not at work. This letter is referred to the Public Works Committee for its information by Councillor Marland.

C.03.03

F.06.04.02

RECOMMEND ADOPTION

4. Report dated June 14, 1983, from the Commissioner of Engineering and Works, on his department's assessment of the special pavement treatment installed in October of 1982 as a speed deterrent on Mineola Road at Mineola Gardens and on Indian Road at Crescent Road, in accordance with General Committee's Recommendation No. 1190 adopted by Council on September 27, 1982.

In his report, Mr. Taylor advises that the two roads in question have sharp curves and a history of cars running off the road despite extensive advance curve warning signs, advisory speed signs and chevrons around the critical curve areas. A recent inspection of the two locations showed severe wear and bare pavement on a good portion of the curves due to turning friction of tires. Where there was no turning friction, the treatment was in good condition. A comparison with similar installations in Oakville indicated that the cold weather installation may have been a contributing factor to the wearing away of the surface treatment.

July 6, 1983

Inquiries made of the local residents indicated a general dissatisfaction with the mess of loose gravel thrown up onto lawns, however the residents were not aware of cars leaving the road. Other factors considered were the lack of snow during the past winter, the speed of cars on the roadway, the coarseness of the aggregate used and the resultant rumbling effect on tires.

Mr. Taylor recommends:

That a re-application of aggregate be placed on Mineola Road and Indian Road in the Summer of 1983 and the Engineering Department continue to review the effectiveness of the special pavement treatment with respect to accident statistics and durability.

F.02.01

F.06.04.05

RECOMMEND ADOPTION

5. Report dated June 15, 1983, from the Commissioner of Engineering and Works, on the timing of the construction of walkways within residential subdivisions.

Mr. Taylor advises that the Urban Development Institute is now suggesting that instead of requiring walkways to be constructed prior to the issuance of the building permits for the abutting lots in order to alert purchasers to their existence, walkways now be constructed following construction of the adjacent residences. With today's reduced sized lots, these walkways are being damaged when the neighbouring houses are constructed.

Mr. Taylor recommends:

- a) That future Servicing Agreements for residential plans of subdivisions involving the construction of walkways:
- i) not require the construction of such walkways prior to the issuance of building permits for adjacent lots
 - ii) require the developer to clearly sign the location of all such walkways prior to the issuance of building permits within the concerned subdivision to the satisfaction of the Commissioner of Engineering and Works
 - iii) require a restriction be placed on the title of lots adjacent to such walkways which would prohibit the transference of said lots to private homeowners until the walkway has been constructed to the satisfaction of the Commissioner of Engineering and Works at which time the City Clerk is to provide a release on title to said restriction.

July 6, 1983

- b) That future Financial Agreements or Drainage and Occupancy Agreements for residential plans of subdivisions involving the construction of walkways, contain advisement to the owners and future owners of lots adjacent to walkways that they abut a walkway.

A.00.02.01

RECOMMEND ADOPTION

6. Letter dated April 12, 1983, from the Ministry of Transportation and Communication dated April 12, 1983, regarding the evaluation of the parallel noise barrier on the Queen Elizabeth Way. This letter was referred to the Public Works Committee by Council on April 25, 1983, for its information. Advice received from the Ministry of Transportation and Communication indicates that it will be sometime before their assessment of the installation will be completed.

A.02.03.02.01

RECOMMEND RECEIPT

7. Report dated June 3, 1983, from the Commissioner of Engineering and Works on the poor public response so far to the glass recycling programme being conducted by the Mississauga Clean City Campaign at the Mavis Road works yard. This status report was requested by the Public Works Committee at its meeting on April 28, 1983.

F.05.04.05

RECOMMEND RECEIPT

8. For the information of the Members of the Public Works Committee, the following contracts were awarded by the Council of the City of Mississauga on May 24, 1983:

- (a) supply/delivery of granular material - Sherman Sand and Gravel Limited (\$8,950.00) - Franceschini Bros. Aggregates Ltd. (\$5,075.00)
- (b) crack sealing of bituminous pavement - Duron Ontario Ltd. (\$60,588.00)
- (c) asphalt emulsion slurry seal surface - Paveseal Limited (\$68,700.00)
- (d) supply and delivery of cold mix patching material - Warren Bitulithic Limited (\$34,960.00)

July 6, 1983

- (e) Goreway Drive/Etude Drive intersection improvements - Graham Bros. Construction Limited (\$202,837.85)
- (f) curb cutting - Graff Diamond Products Limited (\$30,375.00)
- (g) catchbasin/manhole repairs - Flag Construction Limited (\$67,346.25)
- (h) closed circuit television survey of storm sewers - Underwater Tel-Eye Sewer Services Limited (\$17,600.00)
- (i) catchbasin cleaning - Superior Sewer Services Limited (\$21,600.00)
- (j) concrete sidewalk repairs - Campana Construction Co. Limited (\$184,800.00)
- (k) sodding - Country Sodding Co. Limited (\$65,070.00)
- (l) asphalt pavement repairs - Ferma Construction Limited (\$269,810.00)
- (m) asphalt resurfacing - Pave-Al Limited and Orlando Corporation (\$723,084.75)
- (n) asphalt paving of City boulevards - Econo Excavating and Paving Co. Ltd. (\$317,880.00)
- (o) construction/reconstruction of culvert headwalls - Campana Construction Co. Limited (\$35,220.00)
- (p) reconstruction of Camilla Road from the North Service Road to King Street - Fermar Paving Limited (\$803,260.72)
- (q) widening of Tomken Road from Burnhamthorpe Road to Eglinton Avenue (east side) - Fermar Paving Limited (\$792,753.30)

K.03.01

RECOMMEND RECEIPT

9. Report dated June 23, 1983, from Mr. W.J. Anderson, Commissioner of Public Works, Region of Peel and Mr. W.P. Taylor, Commissioner of Works and Engineering, City of Mississauga, regarding flooding in the Port Credit area in June 1982. Remedial work should be undertaken by both the Region and the City of Mississauga to prevent the detrimental effect of storms and high lake water levels to both storm sewer outfalls and the sanitary sewer overflows.

July 6, 1983

Mr. Taylor and Mr. Anderson recommend:

- (a) That the Region of Peel in consultation with the City of Mississauga staff retain the services of a qualified Consulting Engineering firm to review the present storm outfalls and sanitary sewer outflows at Elmwood, Cumberland and Helene Streets, and recommend changes, prepare designs, cost estimates and propose an equitable cost sharing formula for the works necessary to prevent the detrimental effect of storms and high lake water levels on the respective sewers.
- (b) That the Region of Peel retain the services of the same consultant to review the sanitary overflow at the Cooksville Creek and recommend changes to similarly protect this facility.
- (c) That the cost of the joint portion of this study be financed on a 50/50 basis by the Region of Peel and the City of Mississauga, the balance to be at the expense of the Region.

G.03.01

RECOMMEND ADOPTION

10.

Summary of Unfinished Business relating to the Public Works Committee as of July 6, 1983.

A.03.04.06

RECOMMEND RECEIPT



MEMORANDUM

FILES: 11 141 00039
11 211 00124

To Chairman and Members of
Dept. The Public Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

P. W. DATE JULY 6. 1983

May 16, 1983

SUBJECT: Lisgar District - Site Development Concept Plan.
ORIGIN: Engineering and Works Department.

COMMENTS: The Consulting Engineer on behalf of the Developer for the Lisgar District has presented to us a proposed servicing concept for our comments. This concept is entirely different to our normal engineering standards and therefore we felt it should be presented to the Public Works Committee at this time for discussion purposes and attempt to evaluate the pros and cons from a City standpoint with a view to obtaining direction from the Committee as to whether or not we should pursue this proposal further.

Attached is Sketch 'A' showing the proposed layout and the Consulting Engineer has indicated that the first phase will be as shown on Sketch 'A'. The modules vary in size from 140 ft. to 160 ft. by 210 ft. to 240 ft. and each module contains six houses. The servicing for these six dwellings is by means of a private road (dished pavement and no curbs) as shown on Sketch 'B'.

The road is a 20 ft. private lane with two 8 ft. easements on either side which will be on the front lawns of the lots and is for the purposes of shallow utilities such as Gas, Bell, Hydro, Cable T.V., etc. The lots drain overland onto the dished roadway and subsequently out to a catchbasin which is located at the intersection of the public road. There is no storm sewer on the private road and the weeping tile is picked up by a 6" foundation drain collector sewer. This servicing concept is shown on Sketch 'C'.

We would now like to discuss the pros and cons of this concept and pose questions which we feel must be answered from a practical point of view prior to formally submitting our comments to the developer.

.... continued

May 16, 1983

To: Chairman and Members of
The Public Works Committee

COMMENTS (Cont'd): It should be pointed out that the following questions and comments are purely for discussion purposes in order to get the Public Works Committee's reaction as to the viability of further pursuing this concept.

Advantages:

1. The servicing costs, we would presume, will be less from the Developer's standpoint, and therefore, should be reflected in the prices of the lots.

(We are also realistic and know that the law of supply and demand governs, and lot prices will sell for whatever the market will bear.)
2. Less roads for the City to maintain including associated facilities such as storm sewers, storm drains, streetlighting, snow plowing, etc. as maintenance of these facilities will be the responsibility of the homeowners themselves. (This can be negative from a political standpoint.)
3. Increased exposure of the unit to sunlight.
4. Proposed public road system is a grid pattern which is energy efficient and better from a Transit standpoint.

DISADVANTAGES

1. Garbage Collection - The residents will have to take their garbage and place same at the intersection of the public street for pick-up.
2. Snow Removal - The residents would have to get together and collectively arrange for snow removal on their private street. This can present problems from a logistic and financial standpoint. Also there will be complaints about the windrow left by the City's snow plow at the intersection of the private street after the public street has been plowed.

.... continued

...3...

May 16, 1983

1 D

To: Chairman and Members of
The Public Works Committee

- COMMENTS (Cont'd):
3. Problems with the blockage of the sanitary sewer which affects some people and not others - this however, is a Regional problem and the Region should comment on the sanitary and water services to be undertaken.
 4. As this proposal would not be under condominium legislation and the maintenance of the roads, etc. would probably have to be covered by some agreement which is registered on title, the Legal Department should be asked to comment on this proposal as well.
 5. Possible social problems where disputes arise over cost sharing of the maintenance.
 6. Parking. It seems to us that parking on the private roads is not feasible due to the width and therefore, overflow parking will occur on City roads. If this is to happen, roads such as Tenth Line, Aquitaine Avenue and Battleford Road will have to be wider.
 7. Utility easements - the front 8 ft. of each lawn is proposed to be for utility easements. Additional costs may be encountered by the developer as a result of this, however, comments from the P.U.C.C. will be submitted within 2/3 weeks.
 8. Can the politician live with a proposal such as this where people in other areas who own freehold properties receive full municipal services whereas these people will not. Will there be complaints when staff say that the problem is purely on private property, whether it be road repair, snow plowing, or storm sewer blockage. Will the people want reduced taxes as a result of them maintaining the private street and services.
 9. Eliminating the storm sewer system on the private road predicates that the lots and the private road must be artificially tilted by the placement of fill to ensure that all drainage within a module is directed to the single catchbasin located at the intersection of the private road with the public road.

...continued...

1c

...4...

May 16, 1983

To: Chairman and Members of
The Public Works Committee

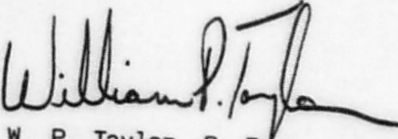
COMMENTS (cont'd): The Committee can see that what is being proposed is a radical change in single family residential developments and if it is approved for Lisgar, it will likely be requested in other new areas of the City.

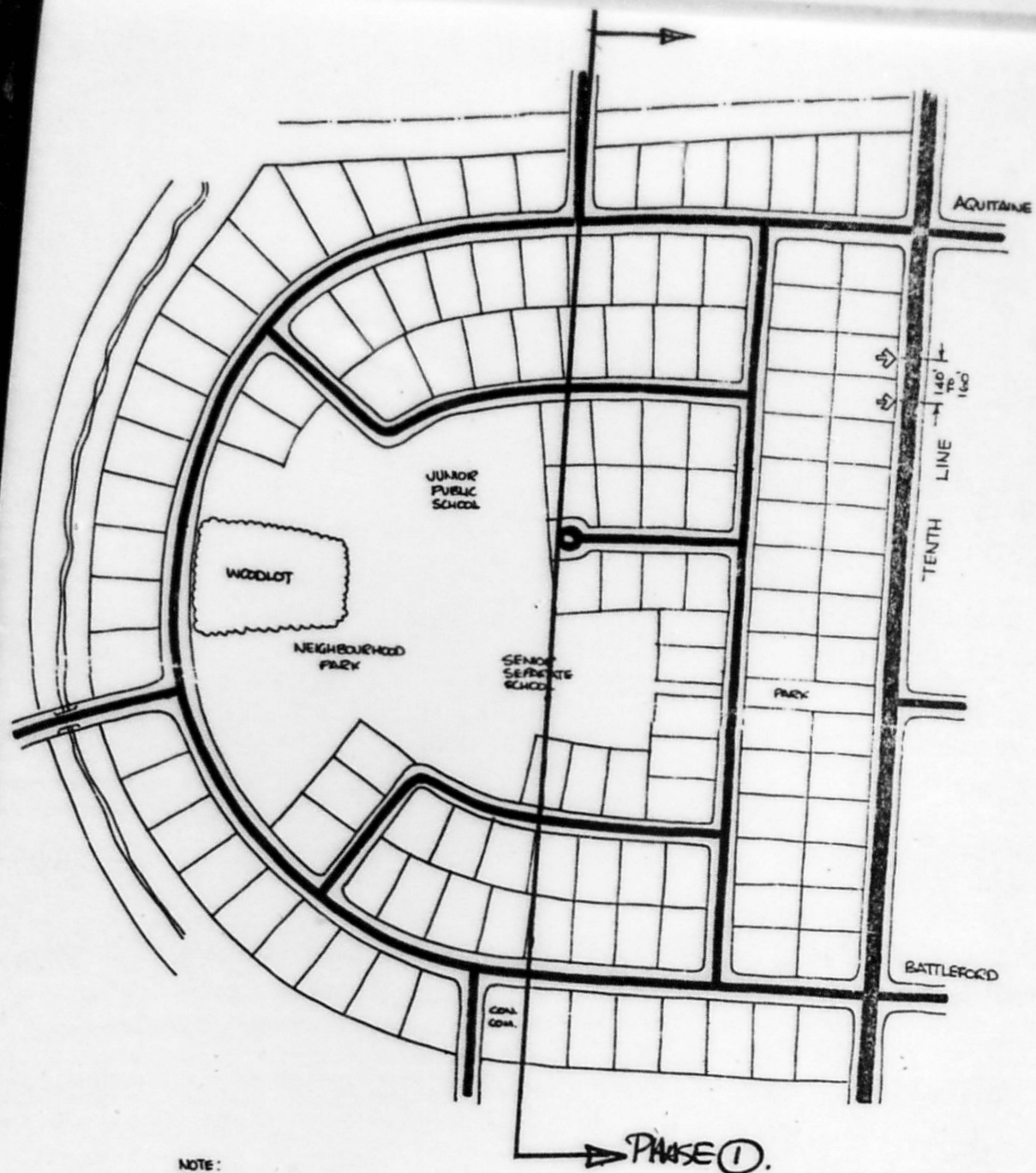
Based on the foregoing, we suggest that if Committee feels that this concept should be tried, they should not permit all of Phase I to be developed as proposed, but should only allow a trial section of approximately 25% which should be about 120 lots (20 modules) to be developed as proposed. Further, we would recommend that further development of this nature not be considered until the City and the Region had at least two years to evaluate the module type development.

RECOMMENDATION:

That the Public Works Committee's comments on this concept be reflected into the Engineering Department's comments to the Developer with respect to the Lisgar Site Development Concept Plan.

cc : E. Halliday
AEM:sa
58E/7E

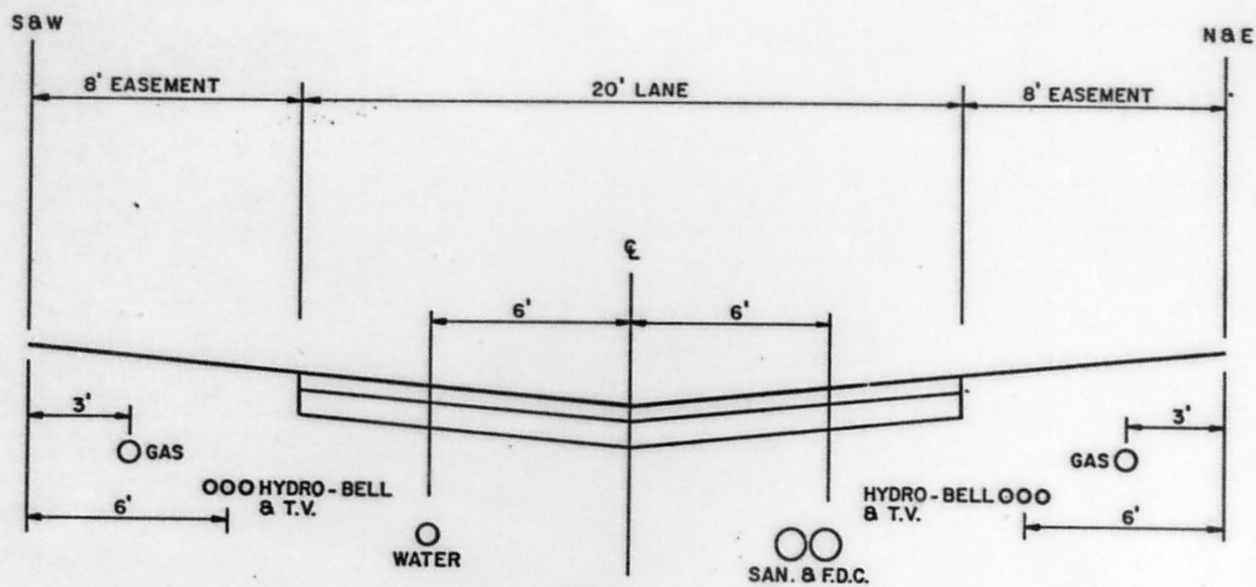

W. P. Taylor, P. Eng.,
Commissioner,
Engineering & Works Dept.



NOTE:
 DEWEVRY SPACING FOR
 SINGLE FAMILY RESIDENTIAL BLOCKS
 140' TO 160' ± TO ±

TEAM THREE
 SCALE 1"=250'
 DATE APR. 28, 1983

SKETCH "A"

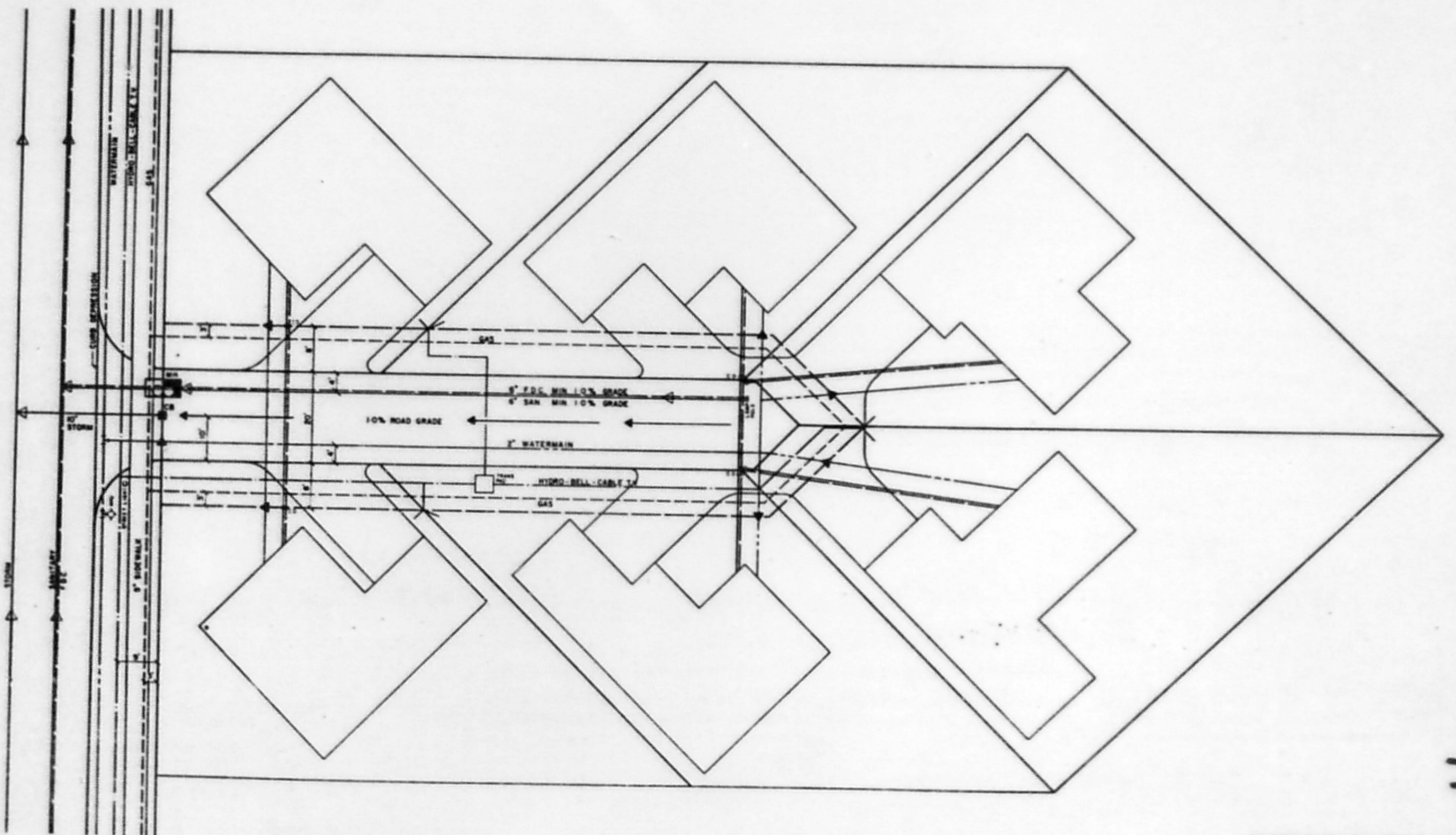


LISGAR
PRIVATE ROAD
CROSS SECTION



paul theil associates limited
consulting engineers
700 Balmoral Drive, Bramalea, Ontario.

SKETCH 'B'



SKETCH 'c'

	paul thell associates consulting engineers 700 Belmont Drive, Brampton	
	LISGAR PRIVATE ROAD SYSTEM. ALTERNATIVE III	
	DATE: MAY 1985 SCALE: 1" = 10'-0" PROJECT NO.: 1008	DRAWN BY: JH



City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00205

To: Chairman and Members of Public Works Committee
City of Mississauga
From: William P. Taylor, P.Eng., Commissioner
Engineering and Works
Dept.

RECEIVED

REGISTRY No. 6005

DATE JUN 1 1983 May 18, 1983

FILE No. F-060402

REQUEST NO. 54-83
CLERK'S FILE NO. F.06.04

P.W. DATE July 6. 1983

LADIES & GENTLEMEN :

SUBJECT : Traffic Problems - School Zones.

SOURCE : General Committee Resolution 413-83.

COMMENTS : Council at its meeting of April 11, 1983, adopted the following resolution made by General Committee at its meeting of April 6, 1983 :

"413-83. That the Commissioner of Engineering and Works prepare a report for consideration by the Public Works Committee with respect to the implementation of a system whereby signs are erected and flashers activated advising the travelling public that the speed limit is reduced in an area which is a school crossing area, and/or that children are being picked up at that location, similar to systems which are in operation in various states in the U.S.A. and the feasibility of linking such signs with the computerized traffic system."

Under Section 109 (4) (a) and (b) of The Highway Traffic Act, changeable speed limit signs are permitted to reduce a speed limit to 40 km/h. The speed limit can be reduced only on sections of roadway immediately adjacent to a school and within 150 meters along the roadway in each direction beyond the limits of the land used for the purposes of the school. Therefore, speed limits cannot be lowered by means of changeable message signs in areas of school crossings or where children are picked up, unless these locations are adjacent to a school.

continued ...

SUBJECT : Traffic Problems - School Zones.

COMMENTS :
continued ...

Under Section 109 (4) (b) the speed limit can be reduced to 40 km/h on days which school is regularly held, and between the hours of 8.00 am and 5.00 pm. The Act further requires that the speed zone signs must be signed by signs either :

1. Electrically illuminated from within the sign and legible to approaching drivers only when the sign is illuminated, or
2. Mechanically louvred type sign which displays the speed limit only during the period of operation.

The shape, size, colour etc. of the signs is also specified in the Act.

To the best of our knowledge three municipalities in Ontario (London, Burlington and Wasaga Beach) have used the special speed zone signing to reduce the speed limit on a roadway adjacent to a school. The Engineering Department contacted these municipalities and found the signs have been removed in both Burlington and London as it was determined that they were essentially ineffective and did not make any significant change to the traffic speeds in operation on streets where the signs were installed.

Both municipalities used the internally illuminated signs which showed the 40 km/h speed limit when activated. It was found that the message was not highly visible to the motorist and the City of Burlington added flashing amber lights in an effort to make the signs more visible. Enforcement problems were experienced by the Police in both municipalities and they both also indicated that they had experienced maintenance problems with the installations.

It is understood that both London and Burlington used these signs in school zones adjacent to major collector roadways. Burlington's installation was on New Street which is a four lane east-west major collector with a basic speed limit of 60 km/h.

continued ...

SUBJECT : Traffic Problems - School Zones.

COMMENTS :
continued ...

Wasaga Beach has had their signs installed in two areas adjacent to schools for the past six or seven years. The signs are installed on a two lane roadway as opposed to the more major roads in the other two cities.

In discussions with a representative of Wasaga Beach it was indicated that no studies had been conducted to quantify the signs effectiveness, however it was felt that the signs were effective. This was contributed to the fact that Wasaga Beach is a small town and during the majority of the time schools are in, the traffic is made up of only the local people.

It is felt that the experience of Burlington and London would more closely indicate the experience that Mississauga could expect.

A louvred type sign which is also permitted under the Highway Traffic Act would be more visible than the internally illuminated signs used by London and Burlington, however they would be subject to more maintenance and possible jamming during winter months.

With regard to the application of reduced speed zones in Mississauga, as indicated above reduced speed zones cannot be implemented at school crossings or school bus loading areas unless they are located adjacent to a school. The City's current practice is to erect the standard blue and white school crossing signs and to paint a yellow crosswalk on the roadway. These signs and pavement markings are installed where children regularly cross a roadway on the way to school. On busier roadways, adult school Crossing Guards are placed to assist the children. Also, at selected locations additional signing and flashing amber lights operated by the Crossing Guard have been installed to alert motorists to the presence of the school crossing.

While it is feasible to connect the above noted flashing lights to the computerized traffic control system, it is not recommended since it is the experience of the Engineering Department that the current system of having the adult Crossing Guard activate the lights has been effective and if the warrant for the Guard is not there, it is unlikely that the flashing lights would be required.

continued ...

SUBJECT : Traffic Problems - School Zones.

COMMENTS :
continued ...

Also the site would require the installation of a Communications Unit and Bell Canada lines as well as assignment of an intersection location, thereby reducing the ultimate capacity of the computer system with respect to traffic control signals.

The flashing lights could possibly be operated from an adjacent traffic control signal, however it is not recommended that flashing lights be too close to a traffic signalized location and therefore it may not be technically feasible due to line losses, difficulty in running the lines to the crossing location, etc.

Where children are being picked up, the most effective means of controlling traffic is the flashing red lights on the school bus where under the Highway Traffic Act motorists are required to stop in both directions on an undivided highway. It is our opinion that the installation of flashing lights at this intersection would be inappropriate and could cause driver confusion. Also, the bus pick up points are somewhat flexible and are determined by the School Board and are based on where the students are living.

With regard to lower speed limits (i.e. 40 km/h), it has been the City's practice to maintain the use of 40 km/h speed zones for roadways immediately adjacent to schools, but which are not arterial roads or major collector roads.

Tomken Road which is designated as a major collector, has an existing lengthy reduced 40 km/h speed limit, which was installed many years ago. We would note that our experience has shown that unless there is strict enforcement by the Police, this speed zone is not obeyed even during the times children are going to school.

Since most of the schools are used as playgrounds after school hours and on weekends, it would be reasonable to maintain the 40 km/h speed zone on roadways adjacent to the schools, where the schools are located on roads which are not on arterials or major collectors.

In the case of Tomken Road, the changeable signs permitted under the Highway Traffic Act could be used to increase the speed limit to the statutory 50 km/h after school hours. It is estimated that the cost to install a system of changeable speed signs for the entire existing 40 km/h section of Tomken Road, would be \$55,000.00.

continued ...

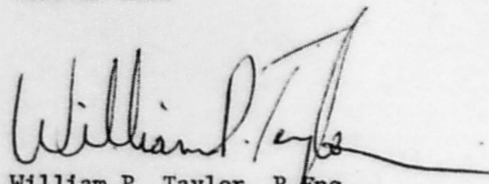
SUBJECT : Traffic Problems - School Zones.

COMMENTS :
continued ...

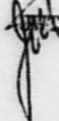
Based on the experience of Burlington and London with these signs, as well as our experience with existing 40 km/h speed zones, it is recommended that the City of Mississauga not enter into this program in view of the costs and the lack of influence on driver behaviour in the larger urban area.

RECOMMENDATIONS :

1. That a system of changeable speed signs on roadways adjacent to schools within the City of Mississauga not be implemented.
2. That a system whereby signs are erected and flashers activated for school children at a school crossing or pick up area, not be implemented as it is not permitted under the Highway Traffic Act.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday

 :jb



City of Mississauga

MEMORANDUM

FILE: 11 141 00039
13 111 00003

To: Chairman and Members
of Public Works
Dept.

RECEIVED	
REGISTRY No. 5737	From
DATE MAY 25 1983	Dept.
C.03.03	
FILE No F.06.04.02	
CLERK'S DEPARTMENT	

William P. Taylor-Engineering
A. Franks - Building

P.W. DATE JULY 6, 1983

May 18, 1983

SUBJECT: On-Street Parking in Residential Areas

ORIGIN: Public Works Committee
Report Request No. 71-82

COMMENTS: In order to review areas where on-street parking problems are being experienced a staff committee was formed with representatives from the Engineering Department, Building Department and Planning Department.

The Building Department identified some 50 locations on 19 streets where on-street parking is occurring adjacent to multi family residential areas. These areas included apartment, and townhouse developments.

By-Law Committee at its meeting of May 12, 1983, requested that the issue of on-street parking in single family residential areas also be addressed.

The problem associated with the control of on-street parking on roads adjacent to multi family residential areas has been reviewed a number of times in the past. In 1979, a schedule was included in the Traffic By-Law to permit parking in excess of the three hour maximum time period. The Condominium Corporation situated at the northwest corner of Glen Erin Drive and Gananoque Drive had requested permission to park on the street to relieve an on-site parking deficiency. Since that time similar requests have been received throughout the City and other streets have been exempted from the City wide three hour maximum parking limit. At this time the areas exempt from the three hour limit are not signed as it was felt when this system was set up that signing would encourage others to park in the area thereby taking away space which was made available to meet a particular need for a specific development.

As indicated above some 50 locations were identified by the Building Department. The Engineering Department conducted a comprehensive review of the 50 locations which

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... 2 ...

Chairman and Members of
Public Works

COMMENTS: (Continued)

were identified as problem areas with respect to insufficient on-site parking facilities. On-site inspections were made, site plans where available were obtained and reviewed. Also, where possible the superintendents and property managers were contacted for their comments.

In paraphrase, the following are examples of comments received during our review:

- some superintendents said "they were not aware of a shortage of parking, they had received no complaints from tenants and they even had a few vacant spaces". this comment, while deemed accurate, only occurred in a very low percentage of the sites visited.

Other comments which were received which point to the reasons for the parking problems were:

- "there is insufficient on-site parking 125% or 150%"
- "many families had 2 or more cars"
- "garages were used in many cases for storage or for purposes other than vehicle parking"
- "some people leave cars on the road because it was closer to their apartment and they could keep an eye on it". In relation to this comment there was one specific case where a tenant experienced malicious damage to his vehicle while parked in the parking lot; he now parks it on-street where he can see it from his apartment
- "some tenants park their vehicles on-street to avoid paying the monthly parking fee". Some superintendents commented that these people feel that paying for 1 or 2 parking tickets per month is still cheaper than paying for a parking space. Generally, the three hour parking limit is enforced only upon receipt of a complaint.
- "women were afraid to use underground parking garages"

.../...

... 3 ...

Chairman and Members of
Public Works

COMMENTS: (Continued)

- "there appeared to be a general lack of visitor parking in most of the areas visited"
- "parking on the street is more convenient"

The above comments represent what we have found to be a good representation as to the reasons for the current problem on a City wide basis.

We have found during this period of review that developments fairly recently approved are also experiencing some parking problems. These problems are developing for basically the same reasons as previously mentioned, i.e. two to three vehicles per family, garages not being used for parking purposes, insufficient on-site parking for senior citizen buildings, etc.

There are a number of options available to address the long term parking of vehicles on roadways. These options are as follows:

Option 1

Keep the existing system of removing the three-hour maximum parking limit on a selected basis with no signing.

Option 2

Exempt certain areas of roadways from the three-hour maximum parking limit and sign the exempted areas.

Option 3

Eliminate the three-hour maximum limit on a City wide basis and permit long term parking on roadways except where a prohibition of parking is recommended for traffic flow or other reasons.

Option 4

Institute Permit Parking on a selected basis.

Permit parking was addressed in a report to Public Works dated May 11, 1979. This report recommended against permit parking and suggested the current system of specific exemptions from the three-hour maximum parking limit. It

.../...

... 4 ...

Chairman and Members of
Public Works

COMMENTS: (Continued)

is felt that the City should not institute a system of permit parking. In general, residential developments have reasonable off-street parking facilities and where there are problems, it is felt that satisfactory arrangements can be made for the provision of additional on-site parking or by the provision of an exemption from the three-hour maximum parking limit. The areas which are experiencing the on-street parking problems are not as intensive as the problems which are being experienced in the City of Toronto which has the permit system. The administration and enforcement of a permit system is complex and if a system of permit parking is instituted very strict criteria would have to be established. Additional staff would be required for both the administration and the enforcement of such a system.

Option 5

Install On-Street Metered Parking

This would involve the placing of on-street parking meters in areas where long term overnight parking is required. This would be suitable in areas adjacent to higher density residential areas where there would be enough demand. This option would require considerable capital investment, however, the anticipated revenues would result in a payback in approximately two years. This system would require substantial enforcement in order to ensure that there would be no freeloading. Increased parking enforcement officers would be required.

From our review it is evident that a system to permit long term on-street parking should be instituted in a limited site specific manner. Also, it is evident that additional By-Law enforcement staff would be required to make any system function satisfactorily.

Any system that is implemented should be evaluated by the City based on actual need. If additional on-site parking can be provided, for example, by reducing open space (not below a reasonable level), or by re-marking an existing parking area to reflect the new parking space dimensions, this should be done before any consideration is given to exempting a roadway from the three hour limit.

.../...

... 5 ...

Chairman and Members of
Public Works

COMMENTS: (Continued)

It is suggested that the City institute a selective system of eliminating the three-hour limit on certain roadways and that alternate side parking be provided where possible and that the appropriate signing be installed. This alternate side parking would be permitted on one-side of the roadway between 7pm and 7am and then on the other side of the roadway between 7am and 7pm. There are areas where it may not be feasible to institute an alternate side parking system for example, where there is a multi family residential development across from single family residential development. In this case it is felt that it is more appropriate to have the on-street parking limited to the side of the road adjacent to the multiple family development and to prohibit the parking on the side of the single family development.

With this system staff will have to evaluate each request with respect to the following criteria:

- the need for the on-street parking
- the possibility and feasibility of providing additional on-site parking
- suitability of adjacent roadway to accommodate on-street parking.

If the above criteria are satisfied then staff would prepare a report recommending an exemption from the three-hour limit with the appropriate alternate side parking being provided.

This system would be appropriate for use in both multi family and single family residential areas.

It has also come apparent that the current parking requirements should be reviewed with respect to their adequacy particularly as they relate to senior citizen apartments.

RECOMMENDATIONS:

1. That a system of alternate side parking be instituted on certain roadways in the City where a need for long term on-street parking is identified.

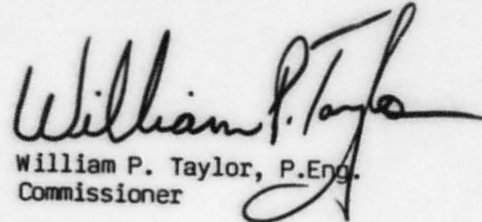
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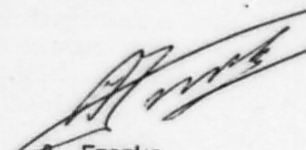
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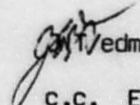
Chairman and Members of
Public Works

RECOMMENDATIONS: (Continued)

2. Additional parking control staff be provided for enforcement of Recommendation #1.
3. The Planning Department review current parking requirement standards.


William P. Taylor, P.Eng.
Commissioner


A. Franks
Building Department


c.c. E. M. Halliday
0058E/7E

1480 Robillard Road
Mississauga, Ontario
L5J 3K4

City of Mississauga
Attention: Councillor Marland
1 City Centre Drive
Mississauga, Ontario

P. M. DATE JULY 6. 1983

Gentlemen:

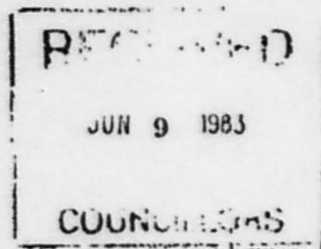
By-Law 444-79

I have been advised that Section 8-(j) of the above city by-law prohibits parking on city streets for periods of three consecutive hours. While this may be a necessity during ^{certain} times of the year and/or because of maintenance activity or traffic patterns, overzealous enforcement during the spring, summer, and fall in residential areas such as the one in which I live can cause problems. This is compounded by the city's policy of not releasing the names of persons who complain and force the parking enforcement crews to respond. Your office has been made aware of an ugly situation which has developed on Robillard Road because of the wording of the by-law and the secrecy policy.

I appeal to you for help. The same situation probably exists in other parts of the city. To help resolve, or at least shrink the problem. I suggest that the by-law be amended to permit overnight parking during that time of the year when snow removal vehicles are not at work. Other municipalities have such regulations and they seem to work well.

A reply as to what action can be taken is requested.

RAM:1md



R.A. McPhail
R.A. McPhail



City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00007
13 211 00010
13 211 00201

To Chairman and Members of
Dept. Public Works Committee

From William P. Taylor, P.Eng., Commissioner
Dept. Engineering and Works

P. W. DATE JULY 6. 1983

CLERKS FILE A.03.04.06
REQUEST NO. 163-82

June 14, 1983

RECEIVED	
REGISTRY No	8541
DATE	JUN 14 1983
FILE No	F 0201
	F 06-04-05
CLERKS DEPARTMENT	

LADIES & GENTLEMEN :

SUBJECT : Assessment of Special Pavement Treatment on Mineola Road and Indian Road.

SOURCE : Engineering and Works Department.

COMMENTS : On October 4, 1982, a special surface treatment was applied to two roads with sharp curves where there was a history of vehicles failing to negotiate the curve and running off the road. The two locations chosen were Mineola Road at Mineola Gardens, and Indian Road at Crescent Road. Both roads have been signed extensively with advance curve warning signs, advisory speed signs and chevrons around the critical curve area.

Enclosed for your information is a copy of the report submitted to General Committee outlining this proposal last Summer.

The surface treatment consisted of applying a tar and stone aggregate on the curve portion and 3 - 4 ft. wide horizontal sections in advance of the curve, spaced 6 ft. apart to warn motorists of the curve, as well as around the curves.

An inspection was recently made at the two locations where it was found that severe wear occurred since the application in October, 1982, and bare pavement was exposed on a good portion of the curves due to turning friction of the tires. The approach bars where no turning friction occurred were still in good shape. We feel this resulted mainly because of the cold weather during which the surface treatment was applied. The Town of Oakville also applied a similar treatment during cold conditions and similar results occurred. Two other locations in Oakville showed no serious deterioration over a period of four years.

continued ...

SUBJECT :

Assessment of Special Pavement Treatment on Mineola Road and Indian Road.

COMMENTS :
continued ...

Our accident records were reviewed and no reportable accidents (over \$400 damage) were recorded at either location since October 4, 1982. However, this does not necessarily suggest that there were not vehicles that lost control and got into difficulty.

As many residents as possible were interviewed in the two areas to determine their reaction to the experiment. One overwhelming response was that a great deal of mess was created by loose gravel being thrown up on the lawns. The residents contacted in both areas were not aware of any cars going off the road this winter. This may have been due to a combination of factors, being the additional signing that was installed, the mild winter with less snow, and the project itself.

At this point in time it is felt that there is some evidence that the experiment with the rough surface treatment has been successful. The root of the problem where there are occurrences of vehicles leaving the roadway, is speed. No matter what kind of surface exists, if speed is a factor there will always be problems. Because of the poor wear in the actual curve area, the surface treatment has not been that successful. However, the approach bars have not deteriorated and we feel they do provide effective warning of a hazard ahead. In driving over the approach bars, it was felt that the aggregate used was perhaps not coarse enough to give a significant rumble when the tires ran over the surface.

The Engineering Department is considering the experimental placing of the surface treatment (not speed bumps) perpendicular to the travel of vehicles on the approaches to intersections on Pinewood Trail. This location will be considered under a separate report dealing with traffic issues on Pinewood Trail.

We would suggest that for an ongoing review of the two existing locations studied, that they be re-treated in Summer 1983 possibly with a coarser aggregate and under more ideal conditions. In attempting to reduce speeds, it must be realised that no matter what is done there is always a certain percentage of motorists who drive too fast for conditions, and there is not a great deal that can be done from a Traffic Engineering standpoint in these cases.

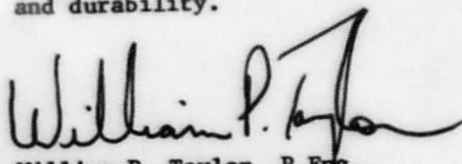
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- 3 -

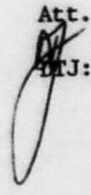
SUBJECT : Assessment of Special Pavement Treatment on Mineola Road and Indian Road.

RECOMMENDATION : That a re-application of aggregate be placed on Mineola Road and Indian Road in the Summer of 1983 and the Engineering Department continue to review the effectiveness with respect to accident statistics and durability.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday

Att.


HJ:jb



MEMORANDUM

FILE REF : 11 141 00011
13 211 00007
13 211 00010

4c

To: The Mayor and Members of
General Committee
Dept. City of Mississauga

From: William P. Taylor, P.Eng., Commissioner
Dept. Engineering and Works

September 14, 1982

REQUEST NO. 163-82
CLERK'S FILE NO. F.06.04.05.

LADIES & GENTLEMENT :

SUBJECT : Rippled Pavement of Mineola Road East.

SOURCE : Public Works Committee May 20, 1982.

COMMENTS : The following recommendation was made by the Public Works Committee on May 20, 1982, and adopted by Council on June 14, 1982 :

"That the Commissioner of Engineering and Works prepare a report for the consideration of the Public Works Committee on the feasibility of constructing "rippled" pavement as a speed deterrent on the roadway at Mineola Road East and Mineola Gardens on an experimental basis".

Subsequent to this recommendation, Councillor Kennedy and staff of the Engineering Department have worked together on a plan for application of a surface treatment to be used as a speed deterrent and provide a more abrasive surface around the critical curve area to assist in minimizing vehicles going out of control.

This method is presently used by the Ministry of Transportation and Communications, the City of Guelph and the Town of Oakville with reported good results. Two Oakville sites were visited by Councillor Kennedy and staff, and feedback from area residents was positive.

This report was requested by the Public Works Committee, however due to the timing of the next meeting of that Committee and the necessity to have this work performed during suitable weather conditions, we are submitting it at this time to General Committee to avoid delays in implementing the plan.

continued ...

4D

- 2 -

SUBJECT : Rippled Pavement of Mineola Road East.

COMMENTS :
continued ...

We are currently experiencing similar problems on the curve on Indian Road in the vicinity of Crescent Road. A similar treatment is being proposed at that location in an attempt to reduce the number of accidents occurring in that area.

We feel that these two areas will provide an adequate analysis of this type of surface and its effectiveness in reducing accidents.

The total cost for this surface treatment to be installed at the intersections of Mineola Road East and Mineola Gardens, and Indian Road and Crescent Road is \$820.00.

RECOMMENDATION : That surface treatment be installed at the intersection of Mineola Road East and Mineola Gardens, and at Indian Road and Crescent Road, on an experimental basis, and that the Engineering Department report back to the Public Works Committee after a trial period of six months on its effectiveness.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

DTJ:jb

cc : E.M. Halliday



CITY OF MISSISSAUGA

MEMORANDUM

FILES: 14 111 00001
11 141 00039

To: Chairman and Members From: William P. Taylor, P.Eng.
Dept. Public Works Committee Dept. Engineering and Works

DATE JUN 20 1983

P. M. DATE JULY 6, 1983

FILE NO. A.00.02.01

June 15, 1983

CLERK'S DEPARTMENT

SUBJECT:

Deferring walkway construction within residential subdivisions until such time as the building works on adjacent lots are complete.

ORIGIN:

A suggestion of the Urban Development Institute.

COMMENTS:

Under the terms of the current Servicing Agreements for residential subdivisions involving walkways, a clause is included in Schedule 'C' which requires walkways to be constructed prior to the issuance of the building permits for abutting lots.

This procedure was implemented as a result of homeowners purchasing and/or occupying their lots and then finding a walkway being constructed beside them. It was also initiated at the time when lots adjacent to such walkways were larger and the side yard setbacks, at times, were large enough to permit the construction of the adjacent unit without considerable damage to either the walkway or the walkway fencing.

Recently, however, with the reducing of lot sizes, notwithstanding the 1.5 metre or five foot setback is required, the development industry has found that damages to newly constructed walkways are ever increasing.

Accordingly, the Urban Development Institute has suggested that walkway construction be deferred until prior to the occupancy of the units adjacent to such facilities.

While we are in general agreement with their concerns, we find that the prospective purchasers and occupants of such units should be protected as much as possible.

.../...

...2...

June 15, 1983

Chairman and Members
of Public Works Committee

COMMENTS: (cont'd.)

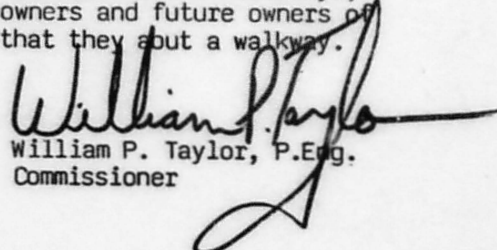
Accordingly, we suggest that the location of future walkways within residential plans of subdivisions be signed to the satisfaction of the Commissioner of Engineering and Works prior to the issuance of building permits within the concerned subdivision, that advisement be included on the titles of the adjacent lots that they abut a walkway, and that the transference to the private homeowner be restricted on title until the walkway is actually constructed.

In this manner, we feel that the future owners will be reasonably advised and the concerns of the private development sector are best accommodated.

- RECOMMENDATIONS:
1. That future Servicing Agreements for residential plans of subdivisions involving the construction of walkways:
 - a) not require the construction of such walkways prior to the issuance of building permits for adjacent lots
 - b) require the developer to clearly sign the location of all such walkways prior to the issuance of building permits within the concerned subdivision to the satisfaction of the Commissioner of Engineering and Works
 - c) require a restriction be placed on the title of lots adjacent to such walkways which would prohibit the transference of said lots to private homeowners until the walkway has been constructed to the satisfaction of the Commissioner of Engineering and Works at which time the City Clerk is to provide a release on title to said restriction.
 2. That future Financial Agreements or Drainage and Occupancy Agreements for residential plans of subdivisions involving the construction of walkways, contain advisement to the owners and future owners of lots adjacent to walkways that they abut a walkway.

 cc
235E/7E

cc: E. M. Halliday
R. G. Edmunds
A. Franks


William P. Taylor, P.Eng.
Commissioner



Ontario

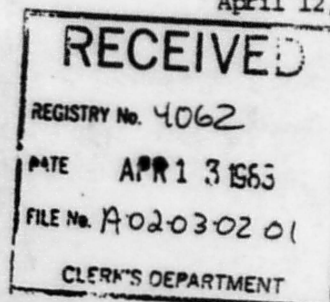
Ministry of
Transportation and
Communications

Transportation Technology
and Energy Branch
Human Factors Assessment
4th Floor West Tower
1201 Wilson Avenue
Downsview, Ontario.
M3M 1J8

C. A. DATE Apr 25/83

April 12, 1983

Mr. T. L. Julian
City Clerk
City Of Mississauga
1 City Centre Drive
Mississauga, Ontario.
LSB 1M2



Dear Mr. Julian:

Re: Parallel Noise Barrier Evaluation - Objective
Measures of Driver Behaviour: Phase 3/Project #82187

This letter is to inform you that the Human Factors Assessment Section of the Ministry of Transportation and Communications will be carrying out observations in the area of the Queen Elizabeth Way and North/South Service roads immediately east of Cawthra Road. The observations are part of an overall study to evaluate the effect(s) of a parallel noise barrier constructed along the Q.E.W. in the above area.

The on-site work includes the collection of traffic counts and speeds at various locations on the North/South Service roads and at the off-ramp from westbound-Q.E.W. to Cawthra Road. The data collection is to begin the week of April 11 and continue for approximately 2 weeks.

If you require further information or clarification of the above please call Mr. Paul Gorys at 248-3571.

Yours truly,

Chris Blamey

C. Blamey
Project Manager

P. W. DATE July 6. 1983

TO BE RECEIVED
✓ COPY HAS BEEN SENT TO
W. TAYLOR



City of Mississauga

MEMORANDUM

Files: 11 141 00039
15 111 00003
15 111 00016

To Chairman and Members of the
Public Works Committee

From Mr. William P. Taylor, Commissioner
Dept. Engineering and Works

RECEIVED
REGISTRY No. 8237
DATE JUN 6 1983
FILE No. F.05.04.05
CLERK'S DEPARTMENT

June 3, 1983

P. W. DATE July 6, 1983

SUBJECT: Glass Recycling

ORIGIN: Public Works Committee meeting of April 28, 1983.

COMMENTS: At the informal meeting of the Public Works Committee held on April 28, 1983, we were requested to report at the next meeting on the first month's operation of the Glass Recycling Programme being conducted by the Mississauga Clean City Campaign at the Mavis Road works yard.

The following are our comments which are based on the information provided to us by the M.C.C.C. The public response to the Glass Collection Depot since its opening has been very limited. To date only about half a bin load of glass has been brought in and crushed. This would represent approximately four to five tons. Due to the disappointing response so far the M.C.C.C. is considering paying the public One Cent per bottle providing satisfactory arrangements can be made with the Purchaser of the glass. At the time of writing this report no further details are available.

RECOMMENDATION:

That the report dated June 3, 1983, from the Commissioner of Engineering and Works regarding Glass Recycling, be received.

AEM:dw
AEM:dw

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works

c.c. Mr. E. M. Halliday



The Regional Municipality of Peel

June 23, 1983
File 83-2370

9

Chairman and Members
Public Works Committee
City of Mississauga

AND

Chairman and Members
Public Works Committee
Regional Municipality of Peel

P.W. DATE July 6, 1983

RECEIVED

REGISTRY No. 9121

DATE JUN 27 1983

FILE No. G-03-01

CLERK'S DEPARTMENT

Re: Retention of Consulting - Req. #68-83
Engineering Services Regarding
Sewer Outfalls - Port Credit Flooding

As a result of the flooding of June 29, 1982 in the Port Credit area, it has been determined that remedial work should be undertaken by both the Region and the City of Mississauga to prevent the detrimental effect of storms and high lake water levels to both storm sewer outfall and the sanitary sewer overflows. A meeting with City staff and site visits has resulted in agreement by staff that consultants with experience in this type of construction be retained to review the present structures and recommend changes which can be made to overcome the problems at these locations.

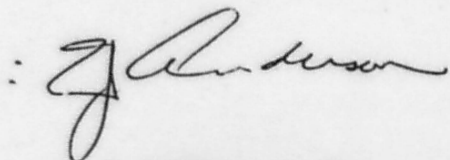
IT IS THEREFORE RECOMMENDED THAT:

1. The Region in consultation with Mississauga Staff retain the services of a qualified Consulting Engineering firm to review the present storm sewer outfall and sanitary sewer outflows at Elmwood, Cumberland and Helene Streets, and recommend changes, prepare designs, cost estimates and propose an equitable cost sharing formula for the works necessary to prevent the detrimental effect of storms and high lake water levels on the respective sewers.
2. The Region retain the services of the same consultant to review the sanitary overflow at the Cooksville Creek and recommend changes to similarly protect this facility.

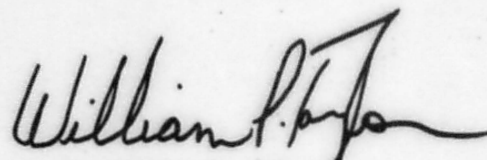
9a

Page 2
File 83-2370
June 23, 1983

3. The cost of the joint portion of this study be financed on a 50/50 basis by the Region and the City, the balance to be at the expense of the Region.



W. J. Anderson, P. Eng.
Commissioner of Public Works
Regional Municipality of Peel



W. P. Taylor, P. Eng.
Commissioner of Works & Engineering
City of Mississauga

JDM:vz

cc: L. E. Button

PUBLIC WORKS COMMITTEE
DATE: JULY 6, 1983

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 3

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVIS.
163-82	Eng. & Works	Feasibility of Constructing "rippled" pavement as a speed deterrent on roadway at Mineola Rd. E. and Mineola Gardens	Public Works - May 20/82	June 30/83	2
<u>RECEIVED</u>					
51-83	Eng. & Works	Report on outcome of staff meetings Torbram Road north grade separation	Public Works - Mar. 17/83 Report of W.P.T. -Mar.10/83	Sept.15/83	

CITY OF MISSISSAUGA

MINUTES

MEETING #6

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Thursday, July 6, 1983

PLACE OF MEETING: Committee Room 'A' at 9:30 a.m.

MEMBERS PRESENT: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman,
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. D. A. Strutt
Mr. W. Schofield
Mayor H. McCallion

MEMBERS ABSENT: Mr. J. C. Saddington

OTHERS PRESENT: Councillor T. Southorn
Councillor F. McKechnie
Councillor S. Mahoney

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering and Works
Mr. A. McDonald, Director, Maintenance Engineering
Mr. B. Barker, Subdivision Control Engineer
Mr. G. Swinkin, Solicitor
Mr. G. Bentley, Fire Chief
Mrs. C. Dodds, Committee Co-ordinator

MATTERS CONSIDERED:

1. At the Public Works Committee Meeting held on May 19, 1983, the Committee considered a report dated May 16, 1983, from the Commissioner of Engineering and Works, on the Site Development Concept Plan for Lisgar District, north of Britannia Road, west of Tenth Line. In accordance with the Committee's decision at that time, the Developer of Lisgar District, and his consultants, were invited to appear before the Public Works Committee to present their proposal. Also invited were representatives from the various departments and agencies who subsequently could be requested to comment on the project.

In his report dated May 16, 1983, Mr. Taylor advised that since the proposed servicing concept is so entirely different from the City of Mississauga's normal engineering standards for a residential development, the plan was being submitted to the Public Works Committee for discussion purposes to evaluate the pros and cons from the City's standpoint. Attached to his report were the following Sketches:

- Sketch 'A'- proposed layout of the first phase, showing modules in varying sizes from 140' to 160' by 210' to 240'.
Sketch 'B'- cross section of Private Road.
Sketch 'C'- servicing concept.

July 6, 1983

Mr. Somer Rumm, Senior Vice President of First City Development Corp. Ltd., opened the presentation by requesting the Committee's approval in principle to their plans for the Lisgar District. The following took part in the presentation:

Mr. Harry Petchar, Team Three
Mr. J. Bobaljik, Miller Bobaljik Architects
Mr. D. C. Levens, Paul Theil & Associates
Mr. S. Iczkowitz, Solicitor

The development, described as an innovative method of producing better housing to the citizens of Mississauga, covers 2000 low density units in modules of six units each. The modules vary in size from 140 feet to 160 feet by 210 feet to 240 feet and each module contains six houses. Each six unit module has its own private access road off a City owned system of thoroughfares. Servicing is by a 10 metre wide common easement centred in the private road.

Unveiled during the presentation was an illuminated table top model of the project, and, for comparative purposes, a small section showing similar housing at equal density in a conventional development was added to the model.

Advantages to the proposed development over conventional developments were described as follows:

- Municipal services, limited to City streets, would therefore be reduced.
- Better traffic movement. Cars not required to back onto any public roads.
- Better parking facilities. Each unit has its own double driveway and double garage plus the possibility of on-street overflow parking.
- The askew positioning of the houses on the lots offered better street scapes.
- Better day light - askew location of units on the lots allowed daylight on three sides, which gave an "open" appearance to the development. Versatility of positioning of houses also allowed for the use of solar power.
- Better lot drainage.
- Private street ownership, sense of identity and belonging to the smaller community within the development.
- Private street safer for children playing.
- Private street offered better security since strangers would be more noticeable.
- Better use of lands not required for lot coverage.
- "Garden City" living.
- Answered the problem of reduced lot sizes necessitated by economic pressures which had resulted in poor street scapes and a high degree of repetition.
- Although all modules are six lots, the three different sized modules available and three different sized lots offered great variety further enhanced by the different house designs.
- Larger private back yards with limited view sharing.
- Although conventional street lighting would be installed on City streets, more decorative standards would be used on the private roadways.

July 6, 1983

Item 1 Continued

- Special consideration had been given to lot grading and new designs were thought to be more practical than conventional schemes.
- Each lot drains to catchbasin or street and does not drain from one lot to another. More catchbasins provided than would be provided in a conventional development. Restrictions on swimming pools might be necessary on some lots if the drainage could not be handled by catchbasins.
- More storm sewer outlets provided than required in Mississauga.
- Front yard easement access for utilities with shut-off's at easement and property line. At the request of Utility Companies, conduits would be provided initially.
- Reduced sewer crossing over conventional servicing.
- Foundation drains connected to Foundation Drainage Collectors (F.D.C.) not to storm sewers, therefore no danger of sanitary sewer backups during storms. This also meant that storm sewers did not have to be as deeply constructed as in a conventional development.

Disadvantages to the type of development proposed over conventional developments were:

- Issue of maintenance of the private roads and the sharing of maintenance costs. Counsel for the Developer felt that this could be satisfactorily handled and adequate protection could be given to all parties by deed covenants and guidelines.

It was noted that other developments such as Lorne Park Estates and a smaller development off Otis Avenue handled similar situations satisfactorily.

- Municipal services would only be provided on City streets, therefore snow clearing would have to be provided by the residents for their own private roadways. Garbage would have to be transported to the City street for pick-up. It was pointed out by the developer that the innermost unit was approximately 140' from the street which is not substantially further than large lots with deep setbacks. Garbage cans on wheeled carts were being used in similar developments in California and Australia. Insofar as snow removal was concerned, the Developer felt that this was an obvious problem that would be recognized and solved by the owners themselves.

Other matters mentioned were:

Special City By-laws would be necessary to handle setbacks, auxiliary buildings and to exercise controls within the development.

Ownership within the development would include the individual lot, plus a portion of the private road on which all owners would have mutual rights and shared obligations.

July 6, 1983

Mr. W. J. Anderson, Commissioner of Public Works, Region of Peel, advised that he was familiar with this type of development. Fire Chief Bentley pointed out that there would need to be parking restrictions on the private road and more fire hydrants would be required over conventional developments. Mr. G. Swinkin, Solicitor, expressed concern with the system of ownership and transferring the concept of joint financial obligations to successive owners. Other than these comments, no further problems were immediately foreseen by staff.

Following questioning, the Committee expressed its enthusiasm for the new concepts offered in the project, and Councillor Marland moved that the plans as presented at the meeting be endorsed for up to 500 houses to allow both the developer and the City to properly assess the development. It was further moved by Councillor Southorn that the Public Works Committee receive for consideration at its next meeting, reports from the Commissioner of Engineering and Works on the length of time that should be set aside to evaluate this "module type" development before further developments of this nature are considered, and from the City Solicitor, after consultation with Counsel for the Developer, on the legal aspects of mutual ownership and the responsibilities involved with the private roadways within each module. These motions carried.

C.04.07

See Recommendation #25 (Councillor Marland and Councillor Southorn)

ADOPTED

2. Report dated May 18, 1983, from the Commissioner of Engineering and Works, on traffic problems in school zones. It was suggested by Councillor Cook that this matter be deferred until the next meeting, with a copy of the report forwarded to the Traffic Safety Council for its information in the meantime.

F.06.04.02

DEFERRED

3. Joint report dated May 18, 1983, from the Commissioner of Engineering and Works and the Acting Commissioner of Building, on On-street parking in residential areas. Due to the lateness of the meeting, it was suggested by Councillor Skjarum that this matter be deferred to the next meeting.

C.03.03

F.06.04.02

DEFERRED

4. Report dated June 14, 1983, from the Commissioner of Engineering and Works, on his department's assessment of the special pavement treatment installed in October of 1982 as a speed deterrent on Mineola Road at Mineola Gardens and on Indian Road at Crescent Road, in accordance with General Committee's Recommendation No. 1190 adopted by Council on September 27, 1982.

July 6, 1983

Item 4 Continued

In his report, Mr. Taylor advised that the two roads in question have sharp curves and a history of cars running off the road despite extensive advance curve warning signs, advisory speed signs and chevrons around the critical curve areas. A recent inspection of the two locations showed severe wear and bare pavement on a good portion of the curves due to turning friction of tires. Where there was no turning friction, the treatment was in good condition. A comparison with similar installations in Oakville indicated that the cold weather installation may have been a contributing factor to the erosion of the surface treatment.

Inquiries made of the local residents indicated a general dissatisfaction with the mess of loose gravel thrown up onto lawns, however the residents were not aware of cars leaving the road. Other factors considered were the lack of snow during the past winter, the speed of cars on the roadway, the coarseness of the aggregate used and the resulting rumbling effect on tires.

Mr. Taylor recommended:

That a re-application of aggregate be placed on Mineola Road and Indian Road in the Summer of 1983 and the Engineering Department continue to review the effectiveness of the special pavement treatment with respect to accident statistics and durability.

F.02.01

F.06.04.05

See Recommendation #26 (Councillor Marland)

ADOPTED

5. Report dated June 15, 1983, from the Commissioner of Engineering and Works, on the timing of the construction of walkways within residential subdivisions. Due to the lateness of the meeting, it was suggested by Councillor Marland that this matter be deferred to the next meeting.

A.00.02.01

DEFERRED

6. Letter dated April 12, 1983, from the Ministry of Transportation and Communications dated April 12, 1983, regarding the evaluation of the parallel noise barrier on the Queen Elizabeth Way. This letter was referred to the Public Works Committee by Council on April 25, 1983, for its information. Advice received from the Ministry of Transportation and Communication indicated that it will be sometime before its assessment of the installation will be completed.

A.02.03.02.01

See Recommendation #27 (Councillor Marland)

RECEIVED

July 6, 1983

7. Report dated June 3, 1983, from the Commissioner of Engineering and Works on the poor public response so far to the glass recycling programme being conducted by the Mississauga Clean City Campaign at the Mavis Road works yard. This status report was requested by the Public Works Committee at its meeting on April 28, 1983.

F.05.04.05

See Recommendation #28 (Councillor Marland)

RECEIVED

8. For its information, the Committee was advised that the following contracts were awarded by the Council of the City of Mississauga on May 24, 1983:

- (a) supply/delivery of granular material - Sherman Sand and Gravel Limited (\$8,950.00) - Franceschini Bros. Aggregates Ltd. (\$5,075.00)
- (b) crack sealing of bituminous pavement - Duron Ontario Ltd. (\$60,588.00)
- (c) asphalt emulsion slurry seal surface - Paveseal Limited (\$68,700.00)
- (d) supply and delivery of cold mix patching material - Warren Bitulithic Limited (\$34,960.00)
- (e) Goreway Drive/Etude Drive intersection improvements - Graham Bros. Construction Limited (\$202,837.85)
- (f) curb cutting - Graff Diamond Products Limited (\$30,375.00)
- (g) catchbasin/manhole repairs - Flag Construction Limited (\$67,346.25)
- (h) closed circuit television survey of storm sewers - Underwater Tel-Eye Sewer Services Limited (\$17,600.00)
- (i) catchbasin cleaning - Superior Sewer Services Limited (\$21,600.00)
- (j) concrete sidewalk repairs - Campana Construction Co. Limited (\$184,800.00)
- (k) sodding - Country Sodding Co. Limited (\$65,070.00)
- (l) asphalt pavement repairs - Ferma Construction Limited (\$269,810.00)
- (m) asphalt resurfacing - Pave-Al Limited and Orlando Corporation (\$723,084.75)
- (n) asphalt paving of City boulevards - Econo Excavating and Paving Co. Ltd. (\$317,880.00)
- (o) construction/reconstruction of culvert headwalls - Campana Construction Co. Limited (\$35,220.00)
- (p) reconstruction of Camilla Road from the North Service Road to King Street - Ferma Paving Limited (\$803,260.72)
- (q) widening of Tomken Road from Burnhamthorpe Road to Eglinton Avenue (east side) - Ferma Paving Limited (\$792,753.30)

K.03.01

See Recommendation #29 (Councillor Marland)

RECEIVED

July 6, 1983

9. Report dated June 23, 1983, from Mr. W.J. Anderson, Commissioner of Public Works, Region of Peel and Mr. W.P. Taylor, Commissioner of Engineering and Works, City of Mississauga, regarding flooding in the Port Credit area in June 1982. in which it was recommended that remedial work be undertaken by both the Region and the City of Mississauga to prevent the detrimental effect of storms and high lake water levels to both storm sewer outfalls and the sanitary sewer overflows.

Mr. Taylor and Mr. Anderson recommended:

- (a) That the Region of Peel in consultation with the City of Mississauga staff retain the services of a qualified Consulting Engineering firm to review the present storm outfalls and sanitary sewer outflows at Elmwood, Cumberland and Helene Streets, and recommend changes, prepare designs, cost estimates and propose an equitable cost sharing formula for the works necessary to prevent the detrimental effect of storms and high lake water levels on the respective sewers.
- (b) That the Region of Peel retain the services of the same consultant to review the sanitary overflow at the Cooksville Creek and recommend changes to similarly protect this facility.
- (c) That the cost of the joint portion of this study be financed on a 50/50 basis by the Region of Peel and the City of Mississauga, the balance to be at the expense of the Region.

G.03.01

See Recommendation #30 (Councillor Marland)

ADOPTED

10. Summary of Unfinished Business relating to the Public Works Committee as of July 6, 1983.

It was moved by Councillor Skjarum that the Summary of Unfinished Business be received for information

A.03.04.06

See Recommendation #31 (Councillor Skjarum)

RECEIVED

RECOMMENDATIONS: As per Report No. 6-83

ADJOURNMENT: 11:45 a.m.

Christine Dadds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR
0016C/68C

REPORT NO. 6-83

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its sixth report and recommends:

- 25-83 a) That the concept for the development of up to 500 houses within Phase 1 of Lisgar District, lands north of Britannia Road, west of Tenth Line, as presented to the Public Works Committee at its meeting held on July 6, 1983, and described in a report from the Commissioner of Engineering and Works, dated May 16, 1983, be endorsed;
- b) That the Public Works Committee consider reports at its next meeting:
- (i) from the Commissioner of Engineering and Works on the length of time that should be set aside to evaluate this "module type" development before further developments of this nature are considered, and
 - (ii) from the City Solicitor, after consultation with Counsel for the Developer, on the legal aspects of mutual ownership and the responsibilities involved with the private roadways within each module.

C.04.07
(38-25-83)

- 26-83 That a re-application of aggregate be placed on Mineola Road and Indian Road in the Summer of 1983 and the Engineering Department continue to review the effectiveness of the special pavement treatment with respect to accident statistics and durability.

F.02.01
F.06.04.05
(38-26-83)

- 27-83 That the letter dated April 12, 1983, from the Ministry of Transportation and Communication, regarding the installation of parallel noise barriers on the Queen Elizabeth Way, the evaluation of which is not expected for some time, be received.

A.02.03.02.01
(38-27-83)

July 6, 1983

- 28-83 That the report dated June 3, 1983, from the Commissioner of Engineering and Works on the poor public response to the glass recycling programme being conducted by the Mississauga Clean City Campaign at the Mavis Road Works Yard, be received.
- F.05.04.05
(38-28-83)
- 29-83 That the information on the contracts awarded by the City of Mississauga at the Council Meeting held on May 24, 1983, forwarded to the Public Works Committee for the information of its citizen members, be received.
- K.03.01
(38-29-83)
- 30-83 That the following joint recommendation of the Commissioner of Public Works of the Region of Peel and the Commissioner of Works and Engineering of the City of Mississauga, be adopted:
- (a) That the Region of Peel, in consultation with the City of Mississauga staff, retain the services of a qualified Consulting Engineering firm to review the present storm outfalls and sanitary sewer outflows at Elmwood, Cumberland and Helene Streets, and recommend changes, prepare designs, cost estimates and propose an equitable cost sharing formula for the works necessary to prevent the detrimental effect of storms and high lake water levels on the respective sewers.
 - (b) That the Region of Peel retain the services of the same consultant to review the sanitary overflow at the Cooksville Creek and recommend changes to similarly protect this facility.
 - (c) That the cost of the joint portion of this study be financed on a 50/50 basis by the Region of Peel and the City of Mississauga, the balance to be at the expense of the Region.
- G.03.01
(38-30-83)
- 31-83 That the Summary of Unfinished Business relating to the Public Works Committee as of July 6, 1983, be received for information.
- A.03.04.06
(38-31-83)

CITY OF MISSISSAUGA

MINUTES

MEETING #6

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Thursday, July 6, 1983

PLACE OF MEETING: Committee Room 'A' at 9:30 a.m.

MEMBERS PRESENT: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman,
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. D. A. Strutt
Mr. W. Schofield
Mayor H. McCallion

MEMBERS ABSENT: Mr. J. C. Saddington

OTHERS PRESENT: Councillor T. Southorn
Councillor F. McKechnie
Councillor S. Mahoney

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering and Works
Mr. A. McDonald, Director, Maintenance Engineering
Mr. B. Barker, Subdivision Control Engineer
Mr. G. Swinkin, Solicitor
Mr. G. Bentley, Fire Chief
Mrs. C. Dodds, Committee Co-ordinator

MATTERS CONSIDERED:

1. At the Public Works Committee Meeting held on May 19, 1983, the Committee considered a report dated May 16, 1983, from the Commissioner of Engineering and Works, on the Site Development Concept Plan for Lisgar District, north of Britannia Road, west of Tenth Line. In accordance with the Committee's decision at that time, the Developer of Lisgar District, and his consultants, were invited to appear before the Public Works Committee to present their proposal. Also invited were representatives from the various departments and agencies who subsequently could be requested to comment on the project.

In his report dated May 16, 1983, Mr. Taylor advised that since the proposed servicing concept is so entirely different from the City of Mississauga's normal engineering standards for a residential development, the plan was being submitted to the Public Works Committee for discussion purposes to evaluate the pros and cons from the City's standpoint. Attached to his report were the following sketches:

- Sketch 'A'- proposed layout of the first phase, showing modules in varying sizes from 140' to 160' by 210' to 240'.
- Sketch 'B'- cross section of Private Road.
- Sketch 'C'- servicing concept.

July 6, 1983

Mr. Somer Rumm, Senior Vice President of First City Development Corp. Ltd., opened the presentation by requesting the Committee's approval in principle to their plans for the Lisgar District. The following took part in the presentation:

Mr. Harry Petchar, Team Three
Mr. J. Bobaljik, Miller Bobaljik Architects
Mr. D. C. Levens, Paul Theil & Associates
Mr. S. Iczkovitz, Solicitor

The development, described as an innovative method of producing better housing to the citizens of Mississauga, covers 2000 low density units in modules of six units each. The modules vary in size from 140 feet to 160 feet by 210 feet to 240 feet and each module contains six houses. Each six unit module has its own private access road off a City owned system of thoroughfares. Servicing is by a 10 metre wide common easement centred in the private road.

Unveiled during the presentation was an illuminated table top model of the project, and, for comparative purposes, a small section showing similar housing at equal density in a conventional development was added to the model.

Advantages to the proposed development over conventional developments were described as follows:

- Municipal services, limited to City streets, would therefore be reduced.
- Better traffic movement. Cars not required to back onto any public roads.
- Better parking facilities. Each unit has its own double driveway and double garage plus the possibility of on-street overflow parking.
- The askew positioning of the houses on the lots offered better street scapes.
- Better day light - askew location of units on the lots allowed daylight on three sides, which gave an "open" appearance to the development. Versatility of positioning of houses also allowed for the use of solar power.
- Better lot drainage.
- Private street ownership, sense of identity and belonging to the smaller community within the development.
- Private street safer for children playing.
- Private street offered better security since strangers would be more noticeable.
- Better use of lands not required for lot coverage.
- "Garden City" living.
- Answered the problem of reduced lot sizes necessitated by economic pressures which had resulted in poor street scapes and a high degree of repetition.
- Although all modules are six lots, the three different sized modules available and three different sized lots offered great variety further enhanced by the different house designs.
- Larger private back yards with limited view sharing.
- Although conventional street lighting would be installed on City streets, more decorative standards would be used on the private roadways.

July 6, 1983

Item 1 Continued

- Special consideration had been given to lot grading and new designs were thought to be more practical than conventional schemes.
- Each lot drains to catchbasin or street and does not drain from one lot to another. More catchbasins provided than would be provided in a conventional development. Restrictions on swimming pools might be necessary on some lots if the drainage could not be handled by catchbasins.
- More storm sewer outlets provided than required in Mississauga.
- Front yard easement access for utilities with shut-off's at easement and property line. At the request of Utility Companies, conduits would be provided initially.
- Reduced sewer crossing over conventional servicing.
- Foundation drains connected to Foundation Drainage Collectors (F.D.C.) not to storm sewers, therefore no danger of sanitary sewer backups during storms. This also meant that storm sewers did not have to be as deeply constructed as in a conventional development.

Disadvantages to the type of development proposed over conventional developments were:

- Issue of maintenance of the private roads and the sharing of maintenance costs. Counsel for the Developer felt that this could be satisfactorily handled and adequate protection could be given to all parties by deed covenants and guidelines.

It was noted that other developments such as Lorne Park Estates and a smaller development off Otis Avenue handled similar situations satisfactorily.

- Municipal services would only be provided on City streets, therefore snow clearing would have to be provided by the residents for their own private roadways. Garbage would have to be transported to the City street for pick-up. It was pointed out by the developer that the innermost unit was approximately 140' from the street which is not substantially further than large lots with deep setbacks. Garbage cans on wheeled carts were being used in similar developments in California and Australia. Insofar as snow removal was concerned, the Developer felt that this was an obvious problem that would be recognized and solved by the owners themselves.

Other matters mentioned were:

Special City By-laws would be necessary to handle setbacks, auxiliary buildings and to exercise controls within the development.

Ownership within the development would include the individual lot, plus a portion of the private road on which all owners would have mutual rights and shared obligations.

July 6, 1983

Item 1 Continued

Mr. W. J. Anderson, Commissioner of Public Works, Region of Peel, advised that he was familiar with this type of development. Fire Chief Bentley pointed out that there would need to be parking restrictions on the private road and more fire hydrants would be required over conventional developments. Mr. G. Swinkin, Solicitor, expressed concern with the system of ownership and transferring the concept of joint financial obligations to successive owners. Other than these comments, no further problems were immediately foreseen by staff.

Following questioning, the Committee expressed its enthusiasm for the new concepts offered in the project, and Councillor Marland moved that the plans as presented at the meeting be endorsed for up to 500 houses to allow both the developer and the City to properly assess the development. It was further moved by Councillor Southorn that the Public Works Committee receive for consideration at its next meeting, reports from the Commissioner of Engineering and Works on the length of time that should be set aside to evaluate this "module type" development before further developments of this nature are considered, and from the City Solicitor, after consultation with Counsel for the Developer, on the legal aspects of mutual ownership and the responsibilities involved with the private roadways within each module. These motions carried.

C.04.07

See Recommendation #25 (Councillor Marland and Councillor Southorn)

ADOPTED

2. Report dated May 18, 1983, from the Commissioner of Engineering and Works, on traffic problems in school zones. It was suggested by Councillor Cook that this matter be deferred until the next meeting, with a copy of the report forwarded to the Traffic Safety Council for its information in the meantime.

F.06.04.02

DEFERRED

3. Joint report dated May 18, 1983, from the Commissioner of Engineering and Works and the Acting Commissioner of Building, on On-street parking in residential areas. Due to the lateness of the meeting, it was suggested by Councillor Skjarum that this matter be deferred to the next meeting.

C.03.03

F.06.04.02

DEFERRED

4. Report dated June 14, 1983, from the Commissioner of Engineering and Works, on his department's assessment of the special pavement treatment installed in October of 1982 as a speed deterrent on Mineola Road at Mineola Gardens and on Indian Road at Crescent Road, in accordance with General Committee's Recommendation No. 1190 adopted by Council on September 27, 1982.

July 6, 1983

Item 4 Continued

In his report, Mr. Taylor advised that the two roads in question have sharp curves and a history of cars running off the road despite extensive advance curve warning signs, advisory speed signs and chevrons around the critical curve areas. A recent inspection of the two locations showed severe wear and bare pavement on a good portion of the curves due to turning friction of tires. Where there was no turning friction, the treatment was in good condition. A comparison with similar installations in Oakville indicated that the cold weather installation may have been a contributing factor to the erosion of the surface treatment.

Inquiries made of the local residents indicated a general dissatisfaction with the mess of loose gravel thrown up onto lawns, however the residents were not aware of cars leaving the road. Other factors considered were the lack of snow during the past winter, the speed of cars on the roadway, the coarseness of the aggregate used and the resulting rumbling effect on tires.

Mr. Taylor recommended:

That a re-application of aggregate be placed on Mineola Road and Indian Road in the Summer of 1983 and the Engineering Department continue to review the effectiveness of the special pavement treatment with respect to accident statistics and durability.

F.02.01

F.06.04.05

See Recommendation #26 (Councillor Marland)

ADOPTED

5. Report dated June 15, 1983, from the Commissioner of Engineering and Works, on the timing of the construction of walkways within residential subdivisions. Due to the lateness of the meeting, it was suggested by Councillor Marland that this matter be deferred to the next meeting.

A.00.02.01

DEFERRED

6. Letter dated April 12, 1983, from the Ministry of Transportation and Communications dated April 12, 1983, regarding the evaluation of the parallel noise barrier on the Queen Elizabeth Way. This letter was referred to the Public Works Committee by Council on April 25, 1983, for its information. Advice received from the Ministry of Transportation and Communication indicated that it will be sometime before its assessment of the installation will be completed.

A.02.03.02.01

See Recommendation #27 (Councillor Marland)

RECEIVED

July 6, 1983

7. Report dated June 3, 1983, from the Commissioner of Engineering and Works on the poor public response so far to the glass recycling programme being conducted by the Mississauga Clean City Campaign at the Mavis Road works yard. This status report was requested by the Public Works Committee at its meeting on April 28, 1983.

F.05.04.05

See Recommendation #28 (Councillor Marland)

RECEIVED

8. For its information, the Committee was advised that the following contracts were awarded by the Council of the City of Mississauga on May 24, 1983:

- (a) supply/delivery of granular material - Sherman Sand and Gravel Limited (\$8,950.00) - Franceschini Bros. Aggregates Ltd. (\$5,075.00)
- (b) crack sealing of bituminous pavement - Duron Ontario Ltd. (\$60,588.00)
- (c) asphalt emulsion slurry seal surface - Paveseal Limited (\$68,700.00)
- (d) supply and delivery of cold mix patching material - Warren Bitulithic Limited (\$34,960.00)
- (e) Goreway Drive/Etude Drive intersection improvements - Graham Bros. Construction Limited (\$202,837.85)
- (f) curb cutting - Graff Diamond Products Limited (\$30,375.00)
- (g) catchbasin/manhole repairs - Flag Construction Limited (\$67,346.25)
- (h) closed circuit television survey of storm sewers - Underwater Tel-Eye Sewer Services Limited (\$17,600.00)
- (i) catchbasin cleaning - Superior Sewer Services Limited (\$21,600.00)
- (j) concrete sidewalk repairs - Campana Construction Co. Limited (\$184,800.00)
- (k) sodding - Country Sodding Co. Limited (\$65,070.00)
- (l) asphalt pavement repairs - Ferma Construction Limited (\$269,810.00)
- (m) asphalt resurfacing - Pave-Al Limited and Orlando Corporation (\$723,084.75)
- (n) asphalt paving of City boulevards - Econo Excavating and Paving Co. Ltd. (\$317,880.00)
- (o) construction/reconstruction of culvert headwalls - Campana Construction Co. Limited (\$35,220.00)
- (p) reconstruction of Camilla Road from the North Service Road to King Street - Fermar Paving Limited (\$803,260.72)
- (q) widening of Tomken Road from Burnhamthorpe Road to Eglinton Avenue (east side) - Fermar Paving Limited (\$792,753.30)

K.03.01

See Recommendation #29 (Councillor Marland)

RECEIVED

July 6, 1983

9. Report dated June 23, 1983, from Mr. W.J. Anderson, Commissioner of Public Works, Region of Peel and Mr. W.P. Taylor, Commissioner of Engineering and Works, City of Mississauga, regarding flooding in the Port Credit area in June 1982. in which it was recommended that remedial work be undertaken by both the Region and the City of Mississauga to prevent the detrimental effect of storms and high lake water levels to both storm sewer outfalls and the sanitary sewer overflows.

Mr. Taylor and Mr. Anderson recommended:

- (a) That the Region of Peel in consultation with the City of Mississauga staff retain the services of a qualified Consulting Engineering firm to review the present storm outfalls and sanitary sewer outflows at Elmwood, Cumberland and Helene Streets, and recommend changes, prepare designs, cost estimates and propose an equitable cost sharing formula for the works necessary to prevent the detrimental effect of storms and high lake water levels on the respective sewers.
- (b) That the Region of Peel retain the services of the same consultant to review the sanitary overflow at the Cooksville Creek and recommend changes to similarly protect this facility.
- (c) That the cost of the joint portion of this study be financed on a 50/50 basis by the Region of Peel and the City of Mississauga, the balance to be at the expense of the Region.

G.03.01

See Recommendation #30 (Councillor Marland)

ADOPTED

10. Summary of Unfinished Business relating to the Public Works Committee as of July 6, 1983.

It was moved by Councillor Skjarum that the Summary of Unfinished Business be received for information

A.03.04.06

See Recommendation #31 (Councillor Skjarum)

RECEIVED

RECOMMENDATIONS: As per Report No. 6-83

ADJOURNMENT: 11:45 a.m.

Christine Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR
0016C/68C

July 6, 1983
FILE: A.03.04.06

REPORT NO. 6-83

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its sixth report and recommends:

- 25-83 a) That the concept for the development of up to 500 houses within Phase 1 of Lisgar District, lands north of Britannia Road, west of Tenth Line, as presented to the Public Works Committee at its meeting held on July 6, 1983, and described in a report from the Commissioner of Engineering and Works, dated May 16, 1983, be endorsed;
- b) That the Public Works Committee consider reports at its next meeting:
- (i) from the Commissioner of Engineering and Works on the length of time that should be set aside to evaluate this "module type" development before further developments of this nature are considered, and
 - (ii) from the City Solicitor, after consultation with Counsel for the Developer, on the legal aspects of mutual ownership and the responsibilities involved with the private roadways within each module.

C.04.07
(38-25-83)

- 26-83 That a re-application of aggregate be placed on Mineola Road and Indian Road in the Summer of 1983 and the Engineering Department continue to review the effectiveness of the special pavement treatment with respect to accident statistics and durability.

F.02.01
F.06.04.05
(38-26-83)

- 27-83 That the letter dated April 12, 1983, from the Ministry of Transportation and Communication, regarding the installation of parallel noise barriers on the Queen Elizabeth Way, the evaluation of which is not expected for some time, be received.

A.02.03.02.01
(38-27-83)

July 6, 1983

- 28-83 That the report dated June 3, 1983, from the Commissioner of Engineering and Works on the poor public response to the glass recycling programme being conducted by the Mississauga Clean City Campaign at the Mavis Road Works Yard, be received.

F.05.04.05
(38-28-83)

- 29-83 That the information on the contracts awarded by the City of Mississauga at the Council Meeting held on May 24, 1983, forwarded to the Public Works Committee for the information of its citizen members, be received.

K.03.01
(38-29-83)

- 30-83 That the following joint recommendation of the Commissioner of Public Works of the Region of Peel and the Commissioner of Works and Engineering of the City of Mississauga, be adopted:

- (a) That the Region of Peel, in consultation with the City of Mississauga staff, retain the services of a qualified Consulting Engineering firm to review the present storm outfalls and sanitary sewer outflows at Elmwood, Cumberland and Helene Streets, and recommend changes, prepare designs, cost estimates and propose an equitable cost sharing formula for the works necessary to prevent the detrimental effect of storms and high lake water levels on the respective sewers.
- (b) That the Region of Peel retain the services of the same consultant to review the sanitary overflow at the Cooksville Creek and recommend changes to similarly protect this facility.
- (c) That the cost of the joint portion of this study be financed on a 50/50 basis by the Region of Peel and the City of Mississauga, the balance to be at the expense of the Region.

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(38-30-83)

- 31-83 That the Summary of Unfinished Business relating to the Public Works Committee as of July 6, 1983, be received for information.

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(38-31-83)